Official and Classified ADVERTISEMENTS

Continued from Page 31

The COSALT habit
Catching

NOTICE

IF you are a dark hand. IF you think it's time we united, we want to hear from you.
Write giving name, address and telephone number to Fraserburgh Dark Hands Association, c/o Douglas Rae, J. D. Richards & Moncur, Solicitors, 15 Frithside Street, Fraserburgh, Aberdeenshire.

PROPERTY FOR SALE

RETIRE fishing in the Caribbean. St. Vincent, bargain sale 8 ten acre estate freehold with beach, current land price £3,200 per acre, best secluded part of the island and very fertile land with coconuts, almonds, dates and other fruits, income tax cheapest in the world, starts at 3%. Our price £75,000 Enquire BM ZIZETBS London for full particulars.

FOR HIRE

4-20 man liferafts. Liferoft Hire Co., 14 Chapel Road, Tiptree, Essex CO5 0RA. Tiptree 815549.

SITUATIONS WANTED

YOUNG man 21, wants to work on a fishing vessel, some experience at sea and not scared of hard work. Write please to 3 Waterloo Road, Shoeburyness, Essex.

MISCELLANEOUS

PARTNER wanted with finance available to buy share in trawler. Box No. 286.

ENGINES FOR SALE

VIKING MARINE INTERNATIONAL
are now offering 23-220 horse power
GUARANTEED MARINE DIESEL UNITS
FORD - BMC - CUMMINS
HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE
For fast, courteous, service contact:
V.M.I. Plein Road, Folkestone, Kent
Telephone: 57127 - Telex: 965281

GARDNER, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock, 3-300hp at sensible prices. Send for price list. Bolwether Engineering, Drayton Mill, Nr Abingdon, Oxon. Steventon 587.

BOAT BUILDERS

24ft. Saltrem GRP to WFA specification under construction for customer, enquiries and inspection invited. Conventional wooden craft also built. Adam, Boat Builder, telephone: Looe 2081.

DIESEL ENGINES
Blackstone 16 ERS. 1200hp. 1000 RPM.
Blackstone 12 ERS. 900hp. 370 RPM.
Blackstone 5 ERS. 550hp. 600 RPM.
Blackstone 8 ERS. 440hp. 700 RPM.
Blackstone 6 ERS. 400hp. 750 RPM.
Blackstone 4ERS. 450hp. 800 RPM.
Blackstone 6 ER. 280hp. 700 RPM.
Blackstone 4 ER. 220hp. 750 RPM.
Mirrlees KPES Major 300hp. 340 RPM.
We Buy, Hire Or Exchange Marine Engines and Gearboxes.
WATSON & CO. (Hyam) LTD.
Brookside Works, Cragside, Seaham, Co Durham. Telephone: Stanley 2833. Telex: 21120.
London Office: 16 Pine Walk, Carshalton, Surrey. Telephone: 01-642 1454.

WANTED

BLAST freezer 250lbs per hour capacity, cold store about 4,500 cubic feet, Baader 594 deboning machine. Offers Box No. 291.

BUYER required for regular quantities of oyster caught on south coast throughout season. Box No. 292.

COD rain/trammels wanted, will collect. Telephone: Whitby 2433.

BAUDOUIN DK or DNK wanted for spares, will pay cash and collect. Tel. Mevagissey (STD) 1726-842 2369.

WANTED six speed Sutherland seine net winch. Telephone: Whitby 2314 or 4519 with details.

SITUATIONS VACANT

AN BORD IASCAIGH MHARA
IRISH SEA FISHERIES BOARD

IMPORTANT DESIGN POSITION IN IRISH BOATBUILDING INDUSTRY

This is a senior management appointment, arising from a re-organisation of the Board's Boatbuilding Division, which offers a wide scope to an energetic person who is interested in taking a major role in the design and development of large fishing vessels.

In addition to being suitably qualified and experienced in naval architecture, the successful applicant will be commercially aware and attuned to team work.

The Boatbuilding Division is a commercial enterprise, having an annual turnover in excess of £4 million and employing over 300 in the construction and repair of fishing vessels in three boatyards at Killybegs, Baltimore and Dingle. The vacancy in the Division's design department, and the person appointed will report to the Divisional Manager.

The salary offered will be attractive to the right candidate. Conditions of employment are excellent and include a contributory superannuation and widow's and children's pension scheme.

Application forms may be had in confidence on request to:

The Secretary,
An Bord Iascaigh Mhara,
Humo House,
Ballsbridge,
Dublin 4.

Completed forms should be returned by September 13th, 1976.

Bridport-Gundry Ltd.

Assistant to *Sales Manager* Required for *Marine Division.* Proven sales record in Marine or fishing industry. Ability to speak *French* an advantage. Interesting and varied job which will include overseas travel.
Salary subject to negotiation. Attractive fringe benefits including contributory pension scheme.
Applications to: *F. H. Lovelace, Esq. Personnel Manager, Bridport-Gundry Ltd. The Court, Bridport, Dorset.*

BRIDPORT GUNDRY LTD
NET MAKERS TO THE WORLD

EXPANDING trawl factory in Ireland, with Scandinavian specialist requires young man for training as trawl net manager, over 25 years. Excellent growth prospects also according to experience. Applications with references, and details of experience to Box No. 280

SKIPPER or mate required for trawler share, working south and east. Box No. 283.

ENGINES WANTED

WANTED
GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES
Required with or without stem gear.
Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.
R. E. Trem & Co. Ltd.,
Bawtry Road, Finningley,
Near Doncaster, Yorkshire
Tel: Doncaster 770203
Telex: 547239

WANTED Gardner, Kelvin etc engines, income of land. Immediate cash payments. Tail, 54 High Street, Fraserburgh, tel: 2230.

WANTED Gardner engines 6LX all models, surplus spares and gearboxes, for cash. G. H. Hart, Buildings Lane, Chalfont St Peter, Bucks. Telephone: 02407 2354.

WANTED marine engines, particularly Listers and Petters 10 B.H.P. air or water cooled, cash paid, collect. Severn City Boats, Hardy Wharf, Worcester, telephone: 0905 61471.

New trawler laid up!

AMONG Norway's fleet of 78 deepsea wet fish trawlers laid up this summer because their cod quota ran out is a brand new ship.

The stern fishar *Nord Rollnes* had a combined naming and handing over ceramony, then went straight to her lay-up berth!

She had been built by the Norwegian yard Kaarbos Mek. Verksted for the fishing co-operative, Ytre Rolloys.

As in Britain, while Norwegian boats were banned from fishing, foreign vessels were able to fish on.

Earlier this summer almost 300 foreign trawlers were fishing between Finnmark, in North Norway, and Bear Island: "A number which bears no reasonable relationship to the international quota regulations applying to the cod fisheries".

About 100 trawlers were on the 12-mile limit off Finnmark, while in the Barents Sea there were vessels from seven or eight nations.

Norway's deepsea trawlers are having a lean time because fishermen using fixed gear are not subject to restriction and caught more than usual early this year. Under present arrangements Norwegian trawlers cannot be guaranteed a fixed quota for the whole of the year.

The trawlers also had good catches early in the year, and it was decided that from May 1 to August 31 each vessel should be allowed to catch only 127 tons of cod, equivalent to about 14 days' fishing.

The laying-up of trawlers during most of the summer has caused difficulties for processing plants and put shore jobs in jeopardy. It is hoped that a new scheme will be introduced for next year.

The Conservative Party in Hammerfest, site of a big Nestle-Findus filleting and freezing plant, has sent a resolution to the Ministry of Fisheries demanding that both the total quota which is awarded to Norway, and the internal distribution of the quota, should be revised.

"The trawlers are the primary guarantee of all-year employment for the workers in the processing industry ashore. It is not acceptable that quota controls should one sidedly hit the fresh fish trawlers," says the Hammerfest resolution.

£12,200 beamer

THE Isle of Man beamer *J.T.S.* has grossed £12,200 for eight-days fishing. Skipper C. Summers worked the 82-footer on scallop grounds off Newlyn, Cornwall, last week.

Minister replies to sand protest

IN A LETTER to Mudaford Fishermen's Association, the Fisheries Minister says there is no conclusive evidence that the dredging of millions of tons of sand off Bournemouth has destroyed valuable oyster beds.

Angry fisherman wrote protesting that the dredging scheme had ruined their livelihood. The sand dredged up has been pumped back in an attempt to build up Bournemouth beach.

In reply to the fishermen the Ministry of Agriculture, Fisheries and Food said it has just finished an underwater survey. Apart from saying there is no conclusive evidence, the Minister reports that the dredging sites approved were considered to be the least damaging to fishery interests.

Mackerel

From page 5

to see the very maximum possible number of vessels represented."

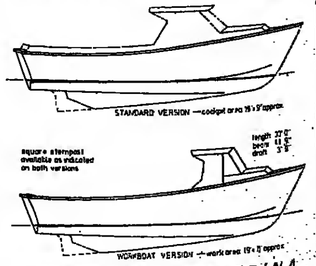
The S. W. has the largest stock of fish not yet subject to quota restrictions. It is considered vital that the region should be represented at every meeting at which the future of these stocks is discussed.

Mr. Lindley underlines the gravity of the situation when he reveals that only a few weeks ago, a SWFPO representative was present at a meeting of the UK Consultative Council and succeeded in deferring a proposal for a S. W. mackerel quota equivalent to 41,000 tons.

He said this is well below the 50,000 tons caught in 1975 — and could be landed by half-a-dozen big "invading" boats in the first few weeks of the mackerel season, leaving nothing for the Westcountry boats.

The regional producer organisation is held up to the fishermen as the main hope of preventing the local industry from being overwhelmed "by the massed ranks of the deepsea industry."

For this organisation to prove its strength in dealing with British and European Governments, it must have all the members it can get.

LOCHIN MARINE
ROCK CHANNEL
RYE SUSSEX
Telephone Rye 3724
Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.


Designar: Robart Tucker, A.R.I.N.A.
BARE HULL WEIGHT: 2,300 lbs. Approx.
Part fitting out available. Details on request
AS SHOWN AT CATCH '78.
FAST • STABLE • SEAWORTHY
The choice of professionals who know the sea and demand the best.

Published by Arthur J. Hatchwell Publications Ltd., 110 Fleet Street, London, EC4. Printed by Derby Trader Newspaper Ltd., Heanor Gate Industrial Estate, Heanor, Derbyshire.

SUCCESS FOR SKIPPERS

fishing news

August 20, 1976 No. 3290 Est. 1913 12p

Diesel engines from 20 to 10,000 bhp
MIRRLEES BLACKSTONE DIESELS

BRITAIN MAKES A STAND ON HERRING

North Sea quota off

BRITAIN is to decide her own North Sea herring catch for the remainder of this year following another collapse of the North-East Atlantic Fisheries Commission's quota system. Norway objected to her quota on July 15 and now Britain — in the face of large-scale herring fishing by foreign fleets close to UK limits — has put in an objection. Britain was adhering to the 9,700 tons she was allocated until Norway objected to the scheme. Now, our catch has exceeded the quota. The move to opt out was welcomed by Scottish herring fishermen's representative, Gilbert Buchan of Inverallochy, who said last week he is 'delighted'.

It would be stupid on our part not to allow our fishermen to carry on fishing when the herring is inside our 12-mile limit — especially when Norway is catching, he said.

"As it turns out, it is a very appropriate move because there happens to be a lot of herring inside the 12-mile limit".

Mr. Buchan stressed that Scottish fisherman strongly advocated conservation as long as there is voluntary reciprocal agreement.

Denmark, Iceland and Norway objected to the Commission's quota last year and this year's scheme was agreed in April by a majority vote. A total allowable catch of 160,000 tons was decided on despite scientific advice, supported by the UK, that direct herring fishing in the North Sea should be banned for three years to allow stocks to recover.

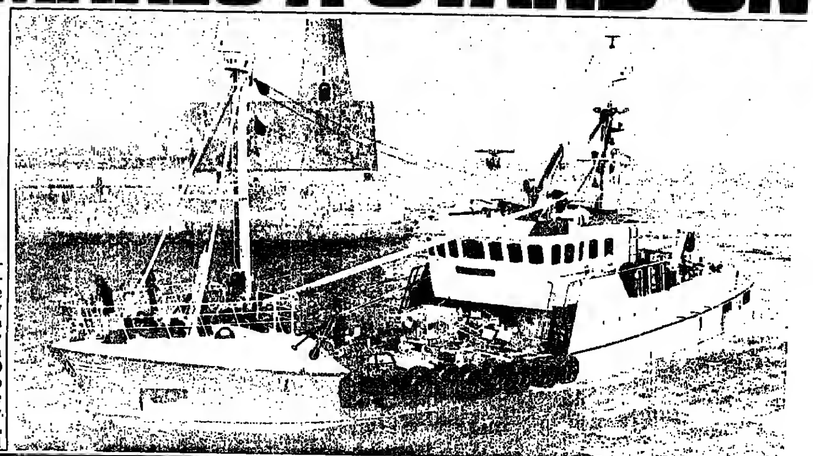
Now, Norway is to restrict her North Sea herring catch to 27,500 tons — a figure above the country's 23,900-ton allocation.

Britain's catch is to be decided following "urgent consultation" between the British authorities and the herring organisations. A meeting has been set for Edinburgh next week when industry representatives will discuss limitations and catching areas.

Part of the text of Britiao's objection runs: "The view of the British authorities is that the impartial scientific advice given to NEAFC should have been accepted, namely that there should be no directed fishing for North Sea herring and that the by-catch of herring in other fisheries should be severely limited.

"In the absence of such measures, and in the face of the Norwegian objection and the continuance of herring

Turn to page two



Silvery Sea heads into Fraserburgh with 1,300 units of mackerel aboard — a welcome catch after a thin time due to herring quotes. Some fish was sent to Holland.

Purser hits mackerel

A 1,300-UNIT catch of top-quality mackerel landed at Fraserburgh last week by the new Mallaig purse seiner *Silvery Sea* caused some real excitement.

Leading Fraserburgh buyers described the fish as of superb quality — and it was the first mackerel in some time to sell for human consumption at the port.

Earlier this year, when north-east pursers cashed in on mackerel, most of the fish was sent to the fish meal plant.

Some 800 units of *Silvery Sea's* catch was bought by processors at up to £7.60 per unit. Dutch buyer, Mr. G. Blom of Blom and Zonen B.V., Ijmuiden, said the mackerel his firm had bought would be smoked on its arrival in Holland. The fish was sent on a container lorry.

Silvery Sea, a 90-footer from the Messkant yard in Holland, is skippered by Zander Manson and took the mackerel seven miles off Lerwick. Her mate, James Manson, joked: "At least it's a way to beat the (herring) quota".

Dutch buyer, Goop Blom, ensures *Silvery Sea's* mackerel are well packed for the trip to a Dutch smoking plant.

Power where it's needed.

If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler "Aquila". Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

CAT PLUS is the follow-up after sales service which Caledonian supply for all Caterpillar engines and equipment. Whether you're buying a new vessel or re-powering, ask Caledonian for details of Caterpillar Marine Diesel Engines. You can fit 85 h.p. to 1125 h.p. in the main to auxiliary range of engines.

GLASGOW PERTH ABERDEEN MUIRDRIDD FRASERBURGH
CALEDONIAN ENGINES
A division of
Caledonian Tractor & Equipment Co. Ltd., Baillieston, Glasgow. Tel: Coatbridge 20111; Perth Tel: 23181; Aberdeen Tel: 51201/21 Muirdrid Tel: 575; Fraserburgh Tel: 2931.

INSURANCE | PROPERTY | FOR SALE | SUCCESSFUL SKIPPERS

Official and Classified ADVERTISEMENTS

Continued from Page 31

NOTICE

IF you are a deck hand. IF you think it's time we united, we want to hear from you.
Write giving name, address and telephone number to Fraserburgh Deck Hands Association, c/o Douglas Rae, J. D. Richards & Morice, Solicitors, 15 Frithside Street, Fraserburgh, Aberdeenshire.

PROPERTY FOR SALE

RETIRE fishing in the Caribbean. St. Vincent, bargain sale a ten acre estate fronted with beach, current land price £3,200 per acre, best secluded part of the island and very fertile land with coconuts, almonds, dates and other fruits. Income tax cheapest in the world, starts at 3%. Our price £17,000. Enquire BM ZDZTBS London for full particulars.

FOR HIRE

4-20 man liferafts. Lifecraft Hire Co. 14 Chapel Road, Tiptree, Essex CO5 0RA. Tiptree 815549.

SITUATIONS WANTED

YOUNG man 21, wants to work on a fishing vessel, some experience at sea and not scared of hard work. Write please to 3 Waterloo Road, Shoeburyness, Essex.

MISCELLANEOUS

PARTNER wanted with finance available to buy share in trawler. Box No. 286.

ENGINES FOR SALE

VIKING MARINE INTERNATIONAL
are now offering 23-220 horse power
GUARANTEED MARINE DIESEL UNITS
FORD - BMC - CUMMINS
HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE
For fast, courteous, service contact:
V.M.I. Plain Road, Folkestone, Kent
Telephone: 57127 - Telex: 965291

DARDNER, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. Worldwide sensible prices. Send for price list. Belvedere Engineering, Drayton Mill, Nr. Alnmouth, Northumberland. Steventon 807.

DIESEL ENGINES
Blackstone 18 ERS. 1250hp. 1000 RPM.
Blackstone 12 ERS. 850hp. 375 RPM.
Blackstone 8 ERS. 560hp. 525 RPM.
Blackstone 6 ERS. 340hp. 750 RPM.
Blackstone 6 ERS. 400hp. 750 RPM.
Blackstone 4ERS. 400hp. 525 RPM.
Blackstone 3 ER. 280hp. 750 RPM.
Blackstone 4 ER. 220hp. 750 RPM.
Mirlees KPSS Major 2500hp. 340 RPM.
We Buy, Hire Or Exchange Marine Engines and Gearboxes.
WATSON & CO. (Hyset) LTD.
Brookside Works, Cragnaad, Stanley, Co Durham. Telephone: Stanley 2633. Telex: 21120
London Office: 15 Pine Walk, Carshalton, Surrey. Telephone: 01-642 1484

BOAT BUILDERS

24ft. Saltram GRP to WFA specification under construction for customer, enquiries and inspection invited. Conventional wooden craft also built. Adam Boat Builder, telephone: Looe 2081.

WANTED

BLAST freezer 250lbs per hour capacity, cold store about 4,500 cubic feet, Baader 694 deboning machine. Offers Box No. 281.

BUYER required for regular quantities of oyster caught on south coast throughout season. Box No. 282.

COD nets/trammels wanted, will collect. Telephone: Whitby 2433.

BAUDOUIN DK or DNK wanted for spares, will pay cash and collect. Tel. Mevagissey (STD) 1726-841 2356.

WANTED six speed Sutherland seine net winch. Telephone: Whitby 2314 or 4516 with details.

SITUATIONS VACANT

AN BORD IASCAIGH MHARA
IRISH SEA FISHERIES BOARD

IMPORTANT DESIGN POSITION IN IRISH BOATBUILDING INDUSTRY

This is a senior management appointment, arising from a re-organisation of the Board's Boatbuilding Division, which offers a wide scope to an energetic person who is interested in taking a major role in the design and development of large fishing vessels.

In addition to being suitably qualified and experienced in naval architecture, the successful applicant will be commercially aware and attuned to team work.

The Boatbuilding Division is a commercial enterprise, having an annual turnover in excess of £4 million and employing over 300 in the construction and repair of fishing vessels in three boatyards at Killybegs, Baltimore and Dingle. The vacancy in the Division's design department, and the person appointed will report to the Divisional Manager.

The salary offered will be attractive to the right candidate. Conditions of employment are excellent and include a contributory superannuation and widow's and children's pension scheme.

Application forms may be had in confidence on request to:

The Secretary,
An Bord Iascaigh Mhara,
Hume House,
Ballsbridge,
Dublin 4.

Completed forms should be returned by September 13th, 1976.

Bridport-Gundry Ltd.

Assistant to *Sales Manager* Required for *Marine Division*. Proven sales record in Marine or fishing industry. Ability to speak *French* an advantage. Interesting and varied job which will include overseas travel.
Salary subject to negotiation. Attractive fringe benefits including contributory pension scheme.
Applications to: *F. H. Lovelace, Esq. Personnel Manager, Bridport-Gundry Ltd. The Court, Bridport, Dorset.*

BRIDPORT GUNDRY LTD
NET MAKERS TO THE WORLD

SUCCESSFUL SKIPPERS SPECIFY AIRCO SYNTHETIC SEINE NET ROPES
AIREDALE ROPE CO LTD LEEDS 13
Tel: Pudsey 565665/6

EXPANDING trawl factory in Ireland, with Scandinavian agencies, requires young man for training as assistant manager, over 23 years of age, excellent growth prospects, salary according to experience. Applications with references and details of experience to Box No. 280.

SKIPPER or mate required for trawler, share, working south west coast. Box No. 285.

ENGINES WANTED

WANTED
GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES
Required with or without stern gear.
Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.
R. E. Trem & Co. Ltd.,
Sewtrey Road, Finningley,
Near Doncaster, Yorkshire
Tel: Doncaster 770203
Telex: 547239

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tait, 54 High Street, Fraserburgh, tel: 2280.

WANTED Gardner engines, LW, L3 all models, surplus spares and gearboxes, for cash. G. H. Howard, Brallings Lane, Chalfont St. Peter, Bucks. Telephone: 02407 2554.

WANTED marine engines, particularly Listers and Petters 10-14hp. air or water cooled, cash paid, we collect. Severn City Boats, Blackpole Wharf, Worcester, telephone: 0905 54474.

New trawler laid up!

AMONG Norway's fleet of 78 deepsea wet fish trawlers laid up this summer because their cod quota ran out is a brand new ship.

The stern fisher *Nord Rollnes* had a combined naming and handing over ceremony, then went straight to her lay-up berth!

She had been built by the Norwegian yard Kaarbos Mek. Verkstad for the fishing co-operative, Ytre Rolloya.

As in Britain, while Norwegian boats were banned from fishing, foreign vessels were able to fish on.

Earlier this summer almost 300 foreign trawlers were fishing between Finnmark, in North Norway, and Bear Island: "A number which bears no reasonable relationship to the International quote regulations applying to the cod fisheries".

About 100 trawlers were on the 12-mile limit off Finnmark, while in the Barents Sea there were vessels from seven or eight nations.

Norway's deepsea trawlers are having a lean time because fishermen using fixed gear are not subject to restriction and caught more than usual early this year. Under present arrangements Norwegian trawlers cannot be guaranteed a fixed quota for the whole of the year.

The trawlers also had good catches early in the year, and it was decided that from May 1 to August 31 each vessel should be allowed to catch only 127 tons of cod, equivalent to about 14 days' fishing.

The laying-up of trawlers during most of the summer has caused difficulties for processing plants and put shore jobs in jeopardy. It is hoped that a new scheme will be introduced for next year.

The Conservative Party in Hammerfest, site of a big Nestle-Findus filleting and freezing plant, has sent a resolution to the Ministry of Fisheries demanding that both the total quota which is awarded to Norway, and the internal distribution of the quota, should be revised.

"The trawlers are the primary guarantee of all-year employment for the workers in the processing industry ashore. It is not acceptable that quota controls should one sidedly hit the fresh fish trawlers," says the Hammerfest resolution.

£12,200 beamer

THE Isle of Man beamer *J.T.S.* has grossed £12,200 for eight-days fishing. Skipper G. Summers worked the 32-footer on scallop grounds off Newlyn, Cornwall, last week.

Minister replies to sand protest

IN A LETTER to Mudeford Fishermen's Association, the Fisheries Minister says there is no conclusive evidence that the dredging of millions of tons of sand off Bournemouth has destroyed valuable oyster beds.

Angry fishermen wrote protesting that the dredging scheme had ruined their livelihood. The sand dredged up has been pumped back in an attempt to build up Bournemouth beach.

In reply to the fishermen the Ministry of Agriculture, Fisheries and Food said it has just finished an underwater survey. Apart from saying there is no conclusive evidence, the Minister reports that the dredging sites approved were considered to be the least damaging to fishery interests.

Mackerel

From page 5

to see the very maximum possible number of vessels represented."

The S. W. has the largest stock of fish not yet subject to quota restrictions. It is considered vital that the region should be represented at every meeting at which the future of these stocks is discussed.

Mr. Lindley underlines the gravity of the situation when he reveals that only a few weeks ago, a SWFPO representative was present at a meeting of the UK Consultative Council and succeeded in deferring a proposal for a S. W. mackerel quota equivalent to 41,000 tons.

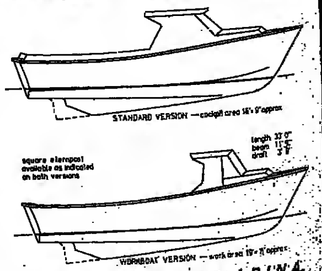
He said this is well below the 50,000 tons caught in 1975 — and could be landed by half-a-dozen big "invading" boats in the first few weeks of the mackerel season, leaving nothing for the Westcountry boats.

The regional producer organisation is held up to the fishermen as the main hope of preventing the local industry from being overwhelmed "by the massed ranks of the deepsea industry."

For the organisation to prove its strength in dealing with British and European Governments, it must have all the members it can get.

LOCHIN MARINE
ROCK CHANNEL
RYE SUSSEX
Telephone: Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



Designer: Robert Tucker, A.R.I.N.A.
BARE HULL WEIGHT: 2,300 lbs. Approx.
Part fitting out available. Details on request.
AS SHOWN AT CATCH '75.
FAST • STABLE • SEAWORTHY
The choice of professionals who know the sea and demand the best.

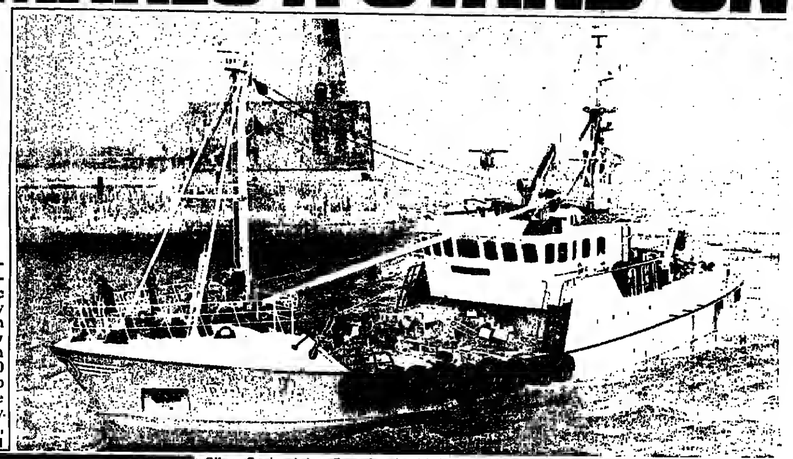
Fishing News
August 20, 1976 No. 3290 Est. 1913 Price 7p

SUCCESSFUL SKIPPERS SPECIFY AIRCO SYNTHETIC SEINE NET ROPES AIREDALE ROPE CO LTD LEEDS 13 Tel: Pudsey 565665/6

MARINE BLACKSTONE DIESELS

BRITAIN MAKES A STAND ON HERRING

North Sea quota off



Silvery Sea heads into Fraserburgh with 1,300 units of mackerel aboard — a welcome catch after a thing time due to herring quotas. Some fish was sent to Holland.

BRITAIN is to decide her own North Sea herring catch for the remainder of this year following another collapse of the North-East Atlantic Fisheries Commission's quota system. Norway objected to her quota on July 15 and now Britain — in the face of large-scale herring fishing by foreign fleets close to UK limits — has put in an objection. Britain was adhering to the 9,700 tons she was allocated until Norway objected to the scheme. Now, our catch has exceeded the quota. The move to opt out was welcomed by Scottish herring fishermen's representative, Gilbert Buchan of Inverallochy, who said last week he is 'delighted'.

It would be stupid on our part not to allow our fishermen to carry on fishing when the herring is inside our 12-mile limit — especially when Norway is catching, he said.

"As it turns out, it is a very appropriate move because there happens to be a lot of herring inside the 12-mile limit".

Mr. Buchan stressed that Scottish fishermen strongly advocated conservation as long as there is voluntary reciprocal agreement.

Denmark, Iceland and Norway objected to the Commission's quotas last year and this year's scheme was agreed in April by a majority vote. A total allowable catch of 160,000 tons was decided on despite scientific advice, supported by the UK, that direct herring fishing in the North Sea should be banned for three years to allow stocks to recover.

Now, Norway is to restrict her North Sea herring catch to 27,600 tons — a figure above the country's 23,900-ton allocation.

Britain's catch is to be decided following "urgent consultation" between the British authorities and the herring organisations. A meeting has been set for Edinburgh next week when industry representatives will discuss limitations and catching areas.

Part of the text of Britian's objection runs: "The view of the British authorities is that the impartial scientific advice given to NEAFC should have been accepted, namely that there should be no directed fishing for North Sea herring and that the by-catch of herring in other fisheries should be severely limited.

"In the absence of such measures, and in the face of the Norwegian objection and the continuance of herring

Turn to page two

Purser hits mackerel

A 1,300-UNIT catch of top-quality mackerel landed at Fraserburgh last week by the new Mallaig purse seiner *Silvery Sea* caused some real excitement.

Leading Fraserburgh buyers described the fish as of superb quality — and it was the first mackerel in some time to sell for human consumption at the port.

Earlier this year, when north-east pursers cashed in on mackerel, most of the fish was sent to the fish meal plant.

Some 800 units of *Silvery Sea's* catch was bought by processors at up to £7.60 per unit. Dutch buyer, Mr. G. Blom of Blom and Zonen B.V., Ijmuiden, said the mackerel his firm had bought would be smoked on its arrival in Holland. The fish was sent on a container lorry.

Silvery Sea, a 90-footer from the Maaskant yard in Holland, is skippered by Zander Manson and took the mackerel seven miles off Lerwick. Her mate, James Manson, joked: "At least it's a way to beat the (herring) quota".

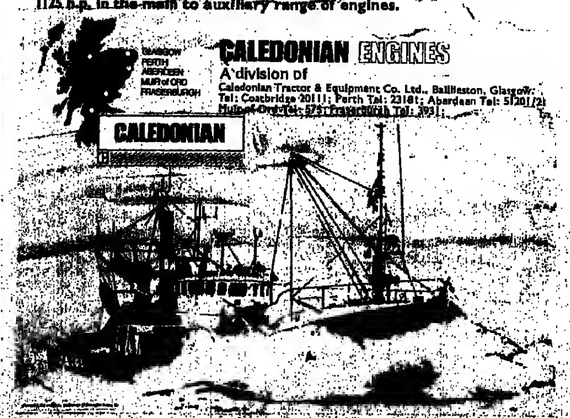
Dutch buyer, Goop Blom, ensures *Silvery Sea's* mackerel are well packed for the trip to a Dutch smoking plant.

Power where it's needed.

If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler "Aquila". Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

CAT PLUS Is the follow-up after sales service which Caledonian supply for all Caterpillar engines and equipment. Whether you're buying a new vessel or re-powering, ask Caledonian for details of Caterpillar Marine Diesel Engines. You can fit 85 h.p. to 1125 h.p. in the main to auxiliary range of engines.

GLASGOW PERTH ABERDEEN MUIR OF ORD FRASERBURGH
CALEDONIAN ENGINES
A division of
Caledonian Tractor & Equipment Co. Ltd., Baillieston, Glasgow. Tel: Coatbridge 20111; Perth Tel: 23101; Aberdeen Tel: 51201/2; Muir of Ord Tel: 873; Fraserburgh Tel: 3931.



BID TO STOP CUBA'S FISH GRAB

A CORNISH MP has asked the Government to do everything in its power to persuade Cuba that her fishing boats are not wanted on the Cornish mackerel grounds.

This follows a report that Cuba is joining the North-East Atlantic Fisheries Commission and 'shopping around' for 3,000 tons of mackerel from Cornish waters, also North Sea mackerel and herring.

David Mudd, MP for Falmouth — Camborne, has written to the Minister of State for Fisheries, Ted Bishop, asking the Government to try and stop the Cubans through the NEAFC, EEC — and the Law of the Sea Conference.

Mr. Mudd drew attention to a report from the Lowestoft laboratory on a dramatic fall in the percentage and estimates of young mackerel in the Celtic Sea.

The report says: "Since the early 1970s the fishery has relied heavily on the 1969 year class, which is now being rapidly fished out. This has led to a marked decline in stock sizes."

The MP wrote: "The threat to the future is, thus, already conceded on estimates adjusted to traditional fishing pressures on these waters.

"I cannot believe that it would be economically viable for the Cubans to restrict themselves to 3,000 tons of mature fish and there must, therefore, be fears of over-fishing with its consequential threat to already reduced future stocks.

"Additionally, a Cuban presence — which has not traditional usage — will only increase those seeking to establish a 'customary use' claim when extended zones are eventually agreed.

"Indeed, the absence of Soviet and East European vessels from their own domestic waters through their continued presence just outside UK territorial waters, must suggest the conservation of stocks in the waters they are neglecting.

"So, perhaps, the Cubans can be usefully and helpfully directed to Communist waters."

Mebyon Kernow (Sons of Cornwall), the Cornish nationalist movement, has protested directly to the Cuban Ambassador in London.

'Alert' and rig collide

A DEPARTMENT of Trade investigation is underway following an incident in which a fishing boat was in collision with an oil rig 120-miles off Aberdeen.

The Fraserburgh — registered seine netter *Alert* is docked at the port while repairs are carried out to her badly crumpled bow.

The oil rig *Ocean Rover* working for Phillips Petroleum, is reported to have some damage to one of her columns.

Operations manager for the American Oil Co., ODECO said: "The damage was luckily above the water line, but the rig will have to come in for repairs as soon as her work is finished.

At the time of the collision, which happened in clear weather, the boat was under the command of Skipper William Bowie. He is taking out *Alert* while her skipper-owner is ashore following an operation.

There were no serious injuries amongst *Alert's* eight-man crew. However, 19-year-old Graham Wisely had three teeth broken when he was thrown against the back of his bunk.

The 70 ft. seiner landed 420 boxes of fish at Peterhead before returning to Fraserburgh.

Scots boat for Hewett

FLEETWOOD'S oldest trawling firm — the Hewett Fishing Co. — has bought the 108 ft. side trawler *Admiral Hawke* from Bruce Stores (Aberdeen) Ltd. She is now being fitted out before fishing a trip to her new home port on the west coast.

This move reflects the changing pattern of fishing from Fleetwood in recent years. The emphasis is now firmly on near-water and middle-water trawlers following the Oslo agreement.

Hewett recently sold two of its vessels, the 139-footers *SSAFA* and *Kennedy*, to Lowestoft. These vessels fished Iceland before becoming uneconomic.

This firm has two middle-water trawlers, the 109 ft. *London Town* and *Royalist*, which have been highly successful recently and must have played a part in the decision to buy more of these trawlers.

With *Admiral Howke* having increased power over these vessels, her potential is obvious in the new set-up at the port.

A spokesmen for Hewett, which still has two distant-water side trawlers working Iceland, said: "This is the type of vessel that is needed to fit the new style of fishing that Fleetwood will be expected to carry out."

SIOUX TO FIT SONAR

THE 74 ft. steel-hulled Grimsby fly-shooter *Sioux* is being fitted with a sonar.

The installation, which will give *Sioux* much greater versatility, is Simrad SL with Simrad AM sonarscope supplied by Decca.

After completion of this work on the Grimsby slipways, *Sioux* is scheduled to sail to Thyboron, Denmark, where custom-built Ramme rope drums are to be fitted.

A spokesman for agents Tom Sleight (F.S.) Ltd. said the vessel should be in Denmark before the end of August, barring unforeseen difficulties.

Herring

From page one

fishing on a large scale in areas close to the United Kingdom's present fishery limits, the British authorities do not feel justified in requiring British fishermen to observe the recommended quota for 1976.

"In lodging this objection, however, the British authorities undertake to stop directed fishing by British vessels for North Sea herring until the end of 1977 as soon as other governments are prepared to take similar action".

The few Peterhead skippers were not at sea on Monday all agreed that the quota system has failed to work as a conservation measure. Foreign vessel had simply caught the same fish which the Scots had been asked to leave alone. They all agreed that the Scottish fisheries are doomed unless our limits are quickly extended to 50-miles.

A spokesman for a firm of fishsalesman in Peterhead said that the herring could be 'wiped out in no time if a few purse seiners decided to go mad among the shoals'. One skipper said that if the herring fishing dies out then too many boats will be forced on to white fish catching, resulting in another serious over fishing problem.

He thought that the POs would now work out a voluntary quota system, for the herring so that the fishermen could make the best of the market — and get the better prices.

Crab claws —no action

NO NEW laws are to be passed to stop boats landing crab claws.

Earlier this month the MP for Hull, Cantrel, Mr K. McNamare, asked Fisheries Minister of State, Ted Bishop, if he would introduce legislation to prevent crab claws being taken and landed.

Mr Bishop replied: "Scientists in my department have investigated the effect which the taking of crab claws has upon crab stocks. On the basis of the information at present available, they do not consider that this practice constitutes a threat to United Kingdom crab stocks. The situation will be kept under review and my right hon. friend has no present proposals for legislation on this subject."

Gillett moves

ERIC GILLETT is leaving his post as fisheries secretary at the Department of Agriculture and Fisheries for Scotland. He is to become secretary of the Scottish Development Department.

The man appointed to replace him, starting on November 29, is John Cormack (54). He entered the Department of Agriculture for Scotland in 1939. After war service he returned to that department where he held various posts.

In 1967-69 he was private secretary to the then Secretary of State, William Ross, and he returned to the department as the assistant secretary with responsibility for crofting development.

He has since been involved in EEC negotiations concerning plant health and other matters. Mr. Cormack is married with a son and a daughter.

Crewmen strip for safety

HUNDREDS of trawlermen at Hull, Grimsby and Lowestoft have been stripping off . . . to make their lives safer.

The men are being measured as part of a campaign by the Institute of Occupational Health (part of the London School of Hygene and Tropical Medicine) to produce data which they hope will eventually lead to a new type of duckskuit combining comfort with safety.

On average a fisherman is drowned every six weeks. His clothing, often ill-fitting, does not support him in the sea.

Now, four leading fishermen's garment producers are competing to produce a new range of safety clothing incorporating some form of floatation system. The Institute is carrying out its survey in an attempt to eliminate uncomfortable safety suits.

Leading the Institute's fieldwork is research ergonomist, Miss Rachel Birnbaum, who told *Fishing News* they hoped to complete a 10 per cent sample of trawlermen, or at least 500 sets of measurements, before they could produce valid statistics on the range of sizes necessary to cater for everyone.

"Our long-term aim is to provide data which we hope the garment manufacturers will utilise to provide comfortable and safe garments.

At the moment many trawlermen wear their clothing too tight because the correct fittings are just not available. We shall liase very carefully with the clothing consultants to overcome this major problem."

Miss Birnbaum confirmed early results indicated English trawlermen, by and large, did not readily conform to standard clothing sizes.

After a fortnight's break between Hull and Lowestoft this week, the team has been at Grimsby.

Research ergonomist, Rachel Birnbaum measures a trawlerman to provide data for safety suit sizes.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt
Scottish Correspondent: Gloria Wilson
Advertisement Director: Fred Pursnell
Managing Director: W. A. Cathles

Published weekly.
Postal subscription rate £7 per annum £7.50 overseas
Registered as a newspaper at the Post Office.
ABC
110 FLEET STREET, LONDON EC4A 2JL
Telephone: 01-353 6961

Blue whiting for a freezer?

THE WHITE Fish Authority may consider using Humberside trawlers for tests with new fishing techniques.

The move is designed to save the run-down of the trawling fleets and protect fishermen's jobs.

Nothing definite has been arranged or approved so far, but it is understood four main ideas are under consideration. The most ambitious scheme is to charter a freezer trawler and conduct further research into blue whiting fishing.

The other possibilities are the conversion of side trawlers for long lining and also pelagic fishing for species like herring and mackerel.

Two smaller vessels may also be linked up as a pair fishing unit.

MORRIS ¾ Ton Trawl Winch

Hydraulic or belt drive. Standard drum capacity 120 fathoms of 1¼ in. wire. Larger capacity drums made to order.

Suitable for boats 25ft. upwards.

Details from LESLIE G. MORRIS
40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX.
Tel. Day Newhaven 3484 Evenings Peacehaven 4601

Seiners fill the Iceland gap

GRIMSBY'S seiners and pair teams stole all the glory at the Humberside port last week when 31 local anchor seiners and eight pair trawlers landed over one third of the week's supplies.

With only two distant waters trawlers returning from Iceland, instead of the four expected, landings slumped badly from recent peaks of around 40,000 kits to a weekly total just short of 25,000 kits.

Excluding foreigners, the "sniibbies" chipped in with 9,001 kits of quality North Sea fish which sold like hot cakes.

Only two seiners failed to make £4,000 all week, while at the other extreme there were plenty of very good trips and a handful of exceptional ones.

Record

Some indication of the shape of things to come emerged early on the Monday market when *Bekimoel* (Skipper Anton Bojsen) crashed through the £10,000 barrier for the first time with a fine catch of plaice. Her turnout of 280 kits nettad £10,547.

Then, literally minutes later, 330 kits, mostly of codstuffs, from Allard Hewson's *Verallo* (Skipper "Bebbe" Olesen) set up a new standard with a tally of £10,602.

Also in the money were Sleight's *Grenoo Woy* (Skipper Jimmy Howard) and *Rasmine* (Skipper Villy Thomsen), from the Chapman agency, with £8,071 and £8,020 apiece.

It was particularly encouraging to see Skipper Howard doing so well again after shaking off the recent loss of *Bekima*.

As the market settled a little in the following days, no one could quite match these returns, although large North Sea cod was still making around £40 a kit by the weekend.

One especially good trip came from Sleight's *Genara* (Skipper Bill Murray), which proved there was still plenty of life left in her, despite her 50 years, with the week's quickest trip. She made a nine-day special of 252 kits which grossed £6,888.

Top pair trawling experts Jona Bojsen and John Richardson, in *Margrethe Bojsen* and *Frances Bojsen*, chalked up £29,095 from 1,217 kits through the John R. agency after 10 days to head their section.

Middle water trawling honours went to *Ross Kipling* (Skipper Derek Keetley) with £21,452 from a 16-day Faroes/Westerly trip, but she is one of the distant water ships ousted from Iceland and barely paid her way.

Another vessel struggling on new grounds was Consolidated's *Crystal Palace* (Skipper George Mussell) — her £8,491 grossing from 507 kits was the major disaster of the week.

Of the pure middle waters, BUT still turned in the top tripper with *Ross Zebra* (Skipper Ronnie Reeves) hitting £21,275 from a 13-day Westerly bag of 1,011 kits.

A 20-day Icelandic trip of 1,567 kits, mostly codstuffs, gave the Boston Group's *Boston Kestrel* (Skipper Peter Fenty) the top distant water trip on £39,547, but the question everyone was asking was can Grimsby survive a winter with trawler landings at this level and the seiner fleet laid up?

Above: Skipper "Bebbe" Olesen of *Verallo* (below) landed 330 kits — mostly cod stuff — to set a new standard of £10,602.

LUMPERS PUT BAN ON BOAT'S MAIDEN CATCH

THE new 74ft. Anstruther seine netter *Adelphi* had to sail out of Aberdeen without unloading her maiden catch last week because the lumpers did not like her deck layout around the fishroom hatch.

Adelphi arrived in Aberdeen at about 11 a.m. on Tuesday, August 10, as her skipper planned to sell her catch early on the following morning's market to command better prices.

At 5 a.m. on Wednesday, the shop steward of the lumper's union told Skipper Peter Murray that the lumpers would not unload the catch because "there was not enough room for a man to run out of the way if the landing derrick came down".

He added that if the crew attempted to unload the catch themselves the lumpers would all go home and none of the boats would be discharged.

Adelphi set sail for Peterhead which she reached at about 8 am. There the crew was able to unload the 400 box catch easily and without a hitch, and were just in time to catch the market.

Skipper Murray said that the boat would have lost quite a lot of money as the catch was one of the last to be sold that morning owing to the boat's late arrival.

He said he could see no sensible reason for the lumpers' objection to his boat as the arrangement of rope reels, hatch and gutting shelter was similar to that of other boats landing in Aberdeen.

He added that he would never go back to Aberdeen but would land instead at Peterhend or at North Shields.

in BRIEF

GRIMSBY fish market will be closed on Bank Holiday Monday, August 30, but will be open as usual on Tuesday.

PORTUGAL has signed an agreement with Canada to fish areas soon to be under Canadian jurisdiction, beyond the present limits, off the Atlantic coast.

THE Fleetwood side trawler *Moretta*, recently on oil rig duties, is now taking scientists out to the west of Ireland to gather meteorological information as part of a programme to find out what types of rigs can be used in the area.

IRISH Linen Mills Ltd. of Belfast has produced a linen tea-towel entitled "The Great British Take-away". Bordered by the Union Jack, it illustrates — fish and chips. A dual-purpose cloth, it promotes a great meal and can dry the dishes afterwards.

SP Radio A/S, manufacturers of Sailor VHF and SSB marine radio sets, has bought another factory which will increase the company's production space by 86,000 sq. ft. Work in the new factory will start early in 1977.

LAST week 29 Spey salmon, valued at around £250, disappeared from Crown Estates' fish boxes near Spey Bay. The fish were caught and boxed by an all-night crew fishing the lower reaches of the Spey and were missing when the lorry called to collect them.

EXHIBITORS at this week's West Country Boat Show at Plymouth have been complaining about conditions there. Main problems are thick dust and the lack of lavatories. "Tropical" weather and a ban on the use of sprinklers have been blamed by the organisers. A report on the show, which ends tomorrow (Saturday), will appear in *Fishing News* soon.

THREE Grimsby-based North Sea seiners landed [illegible] kits at Hull on Monday.

Jacqueline Borum made £14,135 for about 462 kits, *Samara* £8,714 for 351 kits and *Nordland*, £7,174 for 212 kits.

On the same day Hull and two distant water trawler landings totalling 1,985 kits, the top grossing being by *Ross Sirius*. Commanded by Skipper [illegible] Whiting, she caught 1,236 kits in a 23-day-trip in the Icelandic coast which made £52,968.

Mercraft

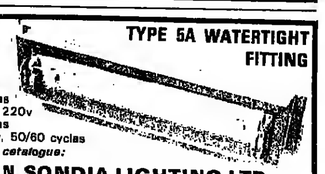
WORKBOAT DIESELS
MERCRAFT MANUFACTURING CO. LTD.
LITLINGTON, NR. ROYSTON, HERTS.
Tel: STEEPLE MORDEN (0763) 852217/8

BUYING OR SELLING
The Castlemain Group
International Ship Brokers
with
ten Telex-linked offices in Europe

U.K. resdere contect:	Tel:	Telex
8 South St. Chichester	87671	86213
Melpas Road, Truro	77741	45666
Dock Rd. Lytham, Lancs.	5531	67531

Companies in S. France, Greece, Spain, Denmark, Germany.

TYPE 5A WATERTIGHT FITTING



D.C. voltages 24v, 110v, 220v
A.C. voltages 115v, 240v, 50/60 cycles
Send for catalogue:
Dept. LN, SONDIA LIGHTING LTD.,
46 PORTLAND PLACE, HULL, HU2 8QP
Telephone: 0482 223353
Manufacturers of Marine Lighting Fittings

See you at
ABERDEEN INTERNATIONAL FISHERIES EXHIBITION
Queen's Links, Aberdeen
15-21 September 1976

A warm welcome awaits home and overseas exhibitors and visitors to this great fishing show to be held at the traditional hub of the Scottish fishing industry.

All the main marine engine manufacturers will be represented and there will be plenty to see in the electronics field. Boat builders and designers will vie for attention and a representative selection of deck and fishing gear will be on view. Visitors especially interested in the processing and handling side will find a goodly showing of machinery and methods to claim their attention.

Overseas participation includes exhibitors from Belgium, Denmark, Eire, France, Germany, Holland, Iceland, Norway, Sweden and the U.S.A. All in all this will be one of the best fishing shows ever to be seen in Scotland.

Sponsors:
GRAMPIAN REGIONAL COUNCIL
CITY OF ABERDEEN
HERRING INDUSTRY BOARD
WHITE FISH AUTHORITY
SCOTTISH FISHERMENS' ORGANISATION LTD
ABERDEEN FISH PRODUCERS ORGANISATION
ANGLO-SCOTTISH FISH PRODUCERS' ORGANISATION

EXTRA:
Sponsored by the Scottish Inshore White Fish Producers' Association, a two-day Fishermen's Conference will take place in Aberdeen's Beach Ballroom during the Exhibition period.

Eagle Exhibition Consultants Ltd.,
16-17 Bride Lane, Fleet Street,
London EC4Y 8EB,
United Kingdom.
Tel. 01-353-1000. Telex 21489.

Cod supplies at new low

FLEETWOOD cod buyers had one of their worst ever periods last week when landings of the variety were even outstripped by squid. There were no landings by trawlers fishing Icelandic.

It was left to vessels working the Rockall grounds to provide the port's main supplies. They continued to work a rich seam of squid and small haddocks, and were rewarded with good prices for both varieties, despite the extremely hot weather.

Top ship honours went to the side trawler *Wyre Conqueror* (Skipper Joe Newsham) which returned after 11 days at Rockall with 687 kits, including 500 of haddocks and 160 of squid, for a grossing of £16,804.

But perhaps the outstanding performance of the week was that of the 108 ft. former Aberdeen vessel *Mount Melleray*. Skipper Bert Andrews brought the vessel back from Rockall after only nine days with 600 kits — 400 of haddocks and 120 of squid — which sold for £13,260.

This was the biggest grossing made by the vessel since she was purchased by Wyre Trawlers earlier this year.

High price

With squid averaging more than £40 a kit, the absence of cod in catches was not the drawback it might have been. *Royalist* (Skipper Ken Beavers) had only five kits of cod in her total of 530, but it also included 140 of squid, which helped give the trawler a grossing of £12,411.

Royalist also worked Rockall along with the stern trawler *Norina* (Skipper Frank Wilson) which made £12,068 from 545 kits — 500 of haddocks and 25 of squid.

The side trawler *Wyre Vanguard* (Skipper Bill Spearpoint) had a grossing of £12,207 from 758 kits — more than 650 of haddocks and 50 of squid.

Resilience made her biggest-ever grossing since coming to sail out of Fleetwood when she returned to port with 196 kits, including more than 150 of cod, which sold for £5,842.

Two other vessels of the same firm, J. N. Ward and Son Ltd., also did well with catches made up mainly of cod and coker. *Fair Isle* landed 141 kits to make £13,867, while *Starbank* had 131 kits, which sold for £8,233.

There were good grossings for many inshore vessels with catches of soles continuing to be above those of recent years. Prices ranged up to more than £180 a kit, but there was some fall-off towards the end of the week with supplies augmented by catches from larger nearwater vessels.

Smokers set up

AMONG new companies registered in Scotland last week was Highland Salmon Smokers Ltd., which has a capital of £10,000. Subscribers are: Doris I. MacKinnon and Fiona Matheson, 20 Church Street, Inverness.

Milford pickets called off as freezer lands

A 'THREAT' to picket the J. Marr freezer trawler *Junella*, which had been diverted to Milford Haven last week because of s bobbers' go-slow at Hull, has been lifted.

Earlier, *Criscilla* landed at Milford Haven after being diverted from Hull where freezers were waiting from anything up to 20 days to unload. This was the first time that a Hull freezer had landed at the port since the beginning of the dispute over bobbers' redundancies.

Dockers unloaded 330 tons of frozen fish from *Criscilla* which were transported 300-miles overland to Hull cold stores. But when it was announced that *Junella* was to follow, picket lines were set up at the Welsh port.

However, *Junella* did arrive at Milford Haven and the picket line was withdrawn and the vessel discharged 550 tons of frozen fish on Tuesday.

The Transport and General Workers' Union told the Milford Docks Co. that as long as the lorry drivers who take the fish away are members of the union, they will not interfere with the unloading.

Before the final settlement, Bill Binding, district secretary of the TGWU, said that they were delighted that *Criscilla* had used Milford Haven, particularly in view of unemployment.

But if they were only using Milford because they could not land at another port, then it was a question of just making the port an outlet.

He added: "We have been requested by our membership to take action if a trawler discharges its cargo."

Roy Evans, Milford Dock manager, said: 'We know that the owners of *Junella* are making a strong protest over the bobbers' action and I understand that the Hull lorry drivers also held an emergency meeting to discuss the bobbers' action.

"We are hopeful," he continued, "that after this is sorted out that Milford will have regular freezer landings. We know from discussions with owners of Hull and Fleetwood that the prospects are good for Milford. It would mean a welcome boost to the port's trade and to the employment situation here."'

Frank Knight, Marr's assistant trawler manager, said that other companies of Hull were probably watching the results of the two landings and Milford Haven could become a second port to Hull.

Aground trawler lifts off with tide

THE Peterhead trawler *Traveller* ran aground on the southern tip of the island of Rhum one morning last week.

Mallaig lifeboat was called out and stood by *Traveller* until she was refloated on the incoming tide. The Aberdeen-based fishing boat *Ben Arkle*, which was passing, also gave assistance.

Traveller, which is owned by John W. McLeod and Mrs. Sarah M. Brebner of Peterhead, received slight damage to her keel. She is skippered by William Reid and carries a crew of five.

Lowestoft vessels in demand

MORE than 20,000 holidaymakers and "locals" toured the various Lowestoft trawlers that were open to the public during the summer season. Proceeds go to the Royal National Mission to Deep Sea Fishermen.

John Hance, the mission superintendent, said the number was expected to rise sharply because the new stern trawler *Barsby Queen* — one of the latest additions to the Lowestoft fleet — now taking her turn.

Trawler viewing began this year in early July and continues until August 27 under arrangements with the Lowestoft Fishing Vessel Owners' Association.

REDIFON TOURS EAST COAST

THE Redifon telecommunications mobile display trailer (above) is now on a tour of east coast ports. The trailer which houses a comprehensive array of equipment, has already visited Grimsby, Scarborough, North Shields and Aberdeen and is now at Fraserburgh (August 20 and 21) before winding up its tour at Peterhead on August 26, 27 and 28.

Ashlea lands two for treatment

THE Aberdeen trawler *Ashlea* put into port at Shetland twice last weekend to land two of her crewmen.

The BUT-owned ship docked at Lerwick where crew member Alec Swan-Montrose received treatment for a broken bone in his hand. And on Sunday the vessel put into Scalloway after chief engineer, David McNicol, became ill.

He was taken to hospital in Lerwick where he was detained for observation.

Plans were being made to arrange the journey home for Mr. McNicol, an Inverness man, and his fellow crew member.

New owner

AN Arbroath marine engineering firm is to change hands when its principal, William Teviotdale, retires next month. Since 1945, Mr. Teviotdale has run his business, serving the local fishing fleet, now boats being built in Arbroath, and servicing visiting boats at the port.

ABOVE: Retired Peterhead fisherman John Baird (63) and his wife Isabella (65) recently celebrated their 60th wedding anniversary. Mr. Baird made his first trip to sea as a schoolboy on the trawler *Nobles* and later served as an engineer in the Royal Naval Reserve during World War I. Later he was part-owner of the steam drifter *Rosecody* and then the motor boat *Owen Rose*. Mr. Baird is still actively engaged in making creels for lobster crawls for local fishermen and his output is in keen demand throughout the north east of Scotland. The couple have one daughter, three grandchildren and three great grandchildren.

Aberdeen conference

THERE is still time to register for the two-day conference being held in conjunction with the Aberdeen International Fisheries Exhibition.

The conference, being held on September 16 and 17, covers both inshore and deepsea fishing.

Fish marketing, technology, oil-fishing relations and conservation are conference topics which have attracted top experts to speak. Leading politicians will feature in what is expected to be a lively debate on the pattern of UK fishing in the EEC.

To attend, complete the registration form below.

CONFERENCE REGISTRATION FORM

To: Waid Morgan Associates Ltd., School Wynd, Pittenweem, Fife

Please reserve ..... place(s) for the Aberdeen International Fisheries Conference on Thursday, September 16, Friday, September 17. (Delete as appropriate).

Fee £6 per delegate per day (including lunch £12 per delegate for two days and opening reception.

Name .....

Address .....

.....

Please find enclosed my cheque for £..... (Aberdeen International Fisheries Conference A/C). Or send account to:

OUR TROUBLES A-Z

AN INSHORE skipper who says the talks and events of the next few months are very crucial "if the industry is to survive at all" has sent an A-Z of the fishing industry's current troubles to *Fishing News*. He is Skipper Martin Jackson of *Bon Accord*, a steel 50-footer based at the Kent port of Ramsgate.

A — Anger
B — Because of loopholes
C — Concessions will benefit EEC foreigners
D — Department of Trade and Interference
E — Environmental Ignorance
F — Frustrated British fishermen sometimes use this bad word
G — Government appreciation of situation. NILI
H — High running costs
I — Icelandic fish selling at Grimsby
J — Joke department (Whitehall)
K — Killing off of our stocks by continentals
L — Livelihoods of British fishermen threatened
M — Mean wholesalers and middlemen
N — No fisheries policy at all
O — Oil for some organisation
P — Peart, Fred
Q — Quote (Piece are the ones with spots on)
R — Rising prices of fish to housewives
S — Separate minister of fisheries needed
T — Tangle, fishing industry snarered in
U — Ultrasonic jellyfish measure (MAFF)
V — Very hard times ahead
W — Work
X — Vote for and get sold out
Y — Young people not attracted to this industry with no future
Z — Belgian port registered letter — can be seen off the Kent and Sussex coast any day.

Russians lay-on 'floating doctor'

RUSSIAN trawlers have been providing a 'floating doctor' service for Fleetwood trawlermen on the Rockall grounds.

Crew members of three J. Marr stern trawlers have received medical aid from the Russians who are attracted to Rockall by good haddock and squid fishing. The Marr ships are fishing the area as an alternative to Icelandic grounds.

Skipper Frank Wilson of *Norina* said on his return to port that a deckhand broke a rib on the outward passage. "We contacted one of the Russian vessels and immediately he hauled his gear and moved to the rendezvous point and sent a doctor who treated the man.

"You get the impression that the Russians are dour and unhelpful. We found just the exact opposite. They were wonderful and couldn't have been more helpful," said Skipper Wilson.

Allergy

The Russians also answered the call when fishermen aboard the Marr trawlers *Idena* and *Navenn* needed medical assistance. The mate of *Idena*, David Geddes, was thought to be suffering from an allergy as a result of drugs given to clear up a poisoned finger on a previous trip.

More serious was an accident aboard the stern trawler *Navenn* when one of her crewmen received a head injury. A Russian trawler came to the scene and medical assistance was given.

Jim Hind, deputy manager of J. Marr and Son Ltd. at Fleetwood, said last week: "The Russians have given wonderful co-operation. Despite all the talk of spy trawlers and the like, these incidents have shown that there is a common bond between fishermen".

Charles Scott

OBITUARY

FLEETWOOD lost one of its foremost inshore fishermen with the death last week of Skipper Charles Scott (55).

Born at Fleetwood, he attended nautical college at Hull and joined the Humber port's fishing fleet. He joined the Royal Navy Reserve at the outbreak of war and served in minesweepers, rising to commander in the 1960s.

In 1946 Skipper Scott bought the trawler *Glen Mie* and worked her on the inshore grounds out of Fleetwood. His success prompted him to have the port's first small stern trawler built in 1961. She was built at Ambie and christened *Onward Fisher*. Skipper Scott was highly successful in her.

He pioneered this new form of craft at the port and, in doing so, earned great respect.

Skipper Scott, who was a member of the Lancashire and Western Sea Fisheries Committee, was active in the industry right up to his death. Last year he took delivery of the small stern trawler *Onward Explorer*. This vessel is commanded by his son, Peter, while *Onward Fisher* is under the command of another son, David. This son is also reserve skipper of Fleetwood lifeboat.

In addition to working from Fleetwood, Skipper Scott also took the 24 gross ton *Onward Fisher* to other inshore ports on the west coast, being particularly adept at prawn fishing. His success must be acknowledged as one of the main factors in establishing the inshore stern fishing vessel at Fleetwood.

Skipper Charles Scott and his pioneer Fleetwood inshore stern trawler *Onward Fisher*.

Adam Cargill

ADAM Cargill, a prominent figure in Arbroath's fishing community, has died suddenly aged 76.

Mr. Cargill was a seaman all his working life. He first went fishing over 60 years ago, during the First World War, then served in the Royal Naval Trawler Reserve on minesweeping.

At the end of his war service, Mr. Cargill returned to fishing and sailed from the East Anglian port of Yarmouth at the herring fishing.

He was president of Arbroath Fishermen's Association from 1945 to 1947 and, during the Second World War, he served on the Scottish port's Allocation Committee set up by the Fish Division of the Ministry of Food.

He was a former member of the Arbroath branch of the RNLI. One of his proudest moments came at the end of the war, when he was chosen as one of eight representatives of the fishing industry to march past King George VI at the Victory Day parade in London.

Mr. Cargill was a member of Arbroath Town Council from 1946 until it disappeared under a reorganisation last year. He was a widower, his wife having died several years ago.

3,000 INLAND JOBS AT STAKE

FISHERIES Minister, Fred Peart, has been warned that about 3,000 jobs in the inland wholesale fish trade could be lost if Britain fails to win a 50-mile limit.

The inland wholesale fish trade "could be dealt a blow from which it may never recover," states Mr. G. A. Baltson, secretary of the National Federation of Inland Wholesale Fish Merchants, in a strong letter sent to Mr. Peart late last week.

The letter states: "At the present time the fish trade is facing one of the most crucial stages it has ever faced in its long history.

"Demand has suffered a steady decline ever since 1946 but now appears to be stabilising, and with the rising cost of food, it must surely be of immense benefit to the public at large for the consumption of fish to increase considerably from its present level.

"At the same time we are starting by degrees to woo the housewife from demersal to pelagic fish, to bring demand more in line with the pattern of catches by middle water and inshore fishermen.

"One answer to any supply problem, as far as we are concerned, would be to increase imports to cover any shortfall, but at best this can only be regarded as a short-term solution.

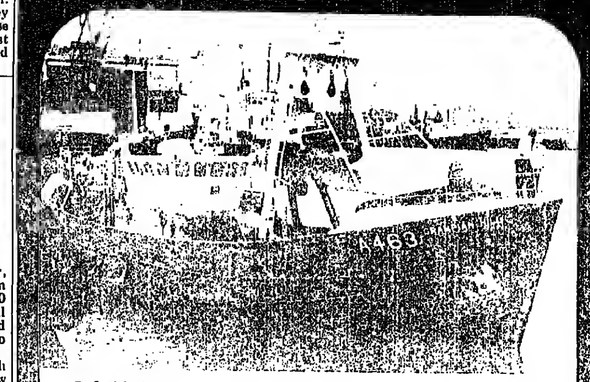
"For one thing, other countries' catches will be earmarked for by, for instance, the United States market. In any case the acute danger of overfishing means that the total EEC catch would be liable to diminish within a relatively short time.

"The French do not let us go over there and raid their grapevines; the Dutch do not let us dig up their tulips; so we find it quite beyond belief that the Government should ever entertain the possibility of letting others take our fish.

"We can only assume that we have misunderstood recent statements and seek your assurance that there is no intention to give away what is rightfully this country's property.

"A delegation from this Federation would welcome the opportunity to attend the Ministry to explain our views more fully."

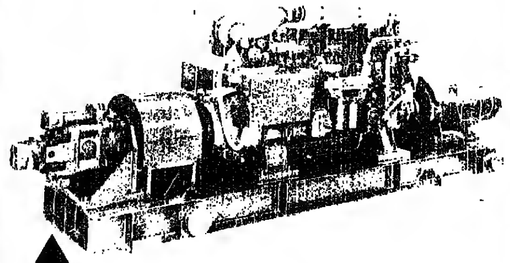
Two new side trawlers rely on G&M auxiliary generators



G & M Generators were chosen by Scott & Sons Ltd. of Bowling to provide reliable auxiliary power for Grampian Hill and Grampian Glen, two new side trawlers built for the North Star Fishing Company of Aberdeen.

The generators specified for the exacting work on board these trawlers were G & M Marine Dieselite Series MDV. These are powered by Volvo Diesel engines and have an output of 30 kVA. They are also equipped with hydraulic pumps for powering winches and hauling gear.

G & M Marine Generators—the automatic choice when the power requirement is from 1 kW to 400 kVA.



G&M POWER PLANT COMPANY LIMITED
Magnet Works, Whitehouse Road, Ipswich, IP1 5LX, England
Telephone: 41795. Telex: 98216

Please send me details of G & M Marine Generators.
I am interested in units between ..... kVA and ..... kVA
(Please indicate your requirements)

Name _____

Address _____

_____ FN

Seam filling—caulking or glue?

John Burgess' Log

"WE ARE going to have a laid deck in the boat we are fitting out with the help of a retired shipwright.

"He says that we should fill the seams with marine glue, but we have an idea that one of the modern synthetic rubber caulking compositions would prove more satisfactory end lest longer.

"We would like to know whether you agree and if you can tell us where to get a first class seam filler of this kind."

■ I agree that if you are prepared to go to the expense of using a synthetic rubber seam filler and to the trouble of carrying out exactly the manufacturer's instructions for mixing end applying it, your decks will withstand rough treatment and remain watertight for longer than they would if you were to fill seams with marine glue.

A seam filler which was recently used when the decks of the *Cutty Sark* were recaulked is likely to be as good as any for your purpose.

The old clipper's teak decks must be subjected to as much wear and tear as those of any vessel now that she is in dry dock at Greenwich and constantly thronged by visitors.

The composition is known as Arbokol 2175 Deck Caulking Sealant. It is a two component polysulphide-based sealant specially formulated for seam filling.

When the two components are mixed, the mixture cures to form a tough, rubber-like seal which adheres firmly to deck planks no matter how much they expand and contract.

The composition, after it has had time to cure properly, is impervious to sea water, fuel oils and other substances.

Before you use the sealant, you have to caulk seams with cotton — not oakum, which contains tar — and brush or blow them out to remove loose dust, shavings etc.

You then mix Part A with Part B of the primer and coat seams with the mixture at least one hour before you begin the principal operation.

When you are ready to go, you squeeze the curing agent into the base component and stir until the two are thoroughly mixed.

This mixture remains pourable for about an hour and you can either fill a cartridge with it for application by caulking gun or bend the tin containing it so that you can pour it into the seams.

Although the potion appears to have formed into rubber within a couple of hours and you can press it with a finger without adhering; curing continues for seven days.

After that time, however, you can trim it with a knife or chisel, sand or plane it and so achieve a perfect finish.

Arbokol 2175 is made by Adsheed Ratcliffe and Co. Ltd., Belper, Derby, which also manufactures similar products.

One of them is Arbokol 2150, a two component polysulphide-based sealant for sealing deck and skin fittings quickly.

Another is Arbocil 1081 a silicone rubber-based sealant which is claimed to be ideal for sealing a GRP hull to deck joints, for sealing glass into frames and for sealing exposed unpainted joints.

For general sealing work above the waterline where joints are to be painted — in wooden superstructures, for instance — Arbomast GP Sealing Compound is good.

The firm's Arboseal preformed mastic strips may come in very handy as well.

DELAGIC TRAWLS

"COULD you explain about the shape, size and operation of a delagic trawl?"

■ As its name implies a delagic trawl is a hybrid between a demersal and pelagic trawl; it can be towed along the seabed or in mid-water without having to be re-rigged.

Designed by the Scottish Department of Agriculture and Fisheries for use by vessels powered by engines of between 600 and 1,000 hp, it was first tested successfully in the research vessel *Explorer*.

Ground

It has since been stated that trawls of this type can be made for use in any size of vessel and that they can be towed over rough ground on which conventional demersal trawls would be damaged.

The delagic trawl has a larger mouth than most trawls. A comparison between one of them and a Granton trawl — both towed at three knots — revealed that the delagic had a board spread 24 fathoms (Granton 33), a net spread of 17 fm. (Granton 8.5), and a vertical net opening of eight fathoms (Granton one fathom).

Tests also showed that delagic trawls can catch fish swimming above the seabed just above the reach of conventional bottom trawls, but that they are less effective for catching flat fish on the bottom.

A delagic trawl can be towed on the bottom or in mid-water during one drag. Its four panel construction is similar to that of a pelagic trawl in that large meshes are used in some panels and that it is used with Suberkrub-type doors which remain at least eight fathoms above the seabed when groundrope and weights are in contact with it.

Bottom and side panels are tailored so that, when towed along the bottom, netting remains clear of it even though the groundrope is in contact with it over its whole length.

Suberkrub-type doors generate an upward force which increases with speed and they enable gear depth to be finely controlled. During trials it was found possible to raise a delagic trawl 20 fathoms in three minutes by increasing speed.

Wake

The doors also generate a turbulent wake passing approximately along the line of the sweeps and it is likely that this turbulence acts as a deterrent to fish passing over the sweeps.

A delagic trawl — to put it concisely — is one with a large mouth which can be towed along the bottom to catch demersal fish or raised by means of Suberkrub-type doors and increased speed to catch pelagic fish — or vice verso — during the course of a single haul.

Further information about its construction and operation can be obtained from The Fisheries Secretary, Department of Agriculture and Fisheries for Scotland, Argyle House, 3 Lady Lawson St., Edinburgh EH3 9DR.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Norwegian Nets, Floats & Ropes

Made by Fishermen for Fishermen

Send your enquiries for all types of Fishing Gear to —

Hugh Norman (Marine Sales) Ltd.,
Ythan Cottage, Inverebrie,
Ellon, Aberdeenshire.
Tel: Schivas 358

WAYDON Mouldings Ltd.

Tel: BURTON LATIMER. 3486

LOBSTER POTS
Moulded in Polypropylene giving a very tough pot. Detachable base for inter-stacking during carriage.
Available ex-stock!!!!
at £4.20 + VAT & Carriage
Finedon Station Road, Finedon
Wellingborough, Northants.
For deliveries in Ireland contact: Coastal Holidays Marine, Pier House, Glandore, Co. Cork. Tel: Leap 81.

SEAWINCH LTD.

Unit 18, At Michael's Trading Estate
Bridport, Dorset DT6 3RR
Telephone: Bridport 86232

CAPSTANS
LINEWHELS
NET HAULERS
PUMPS
COMPLETE KITS

Reliable Power for the Inshore Fisherman

Looking for lobster creels

"ABOUT six years ago I bought some East Coast type lobster creels from a chap in Yorkshire. They were made of iron and had two perloure.

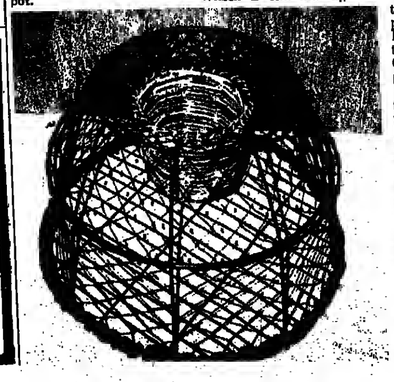
"I want to get some more of them but have lost the address of the maker. All I know is that it was not in a seaside town.

"I wonder whether you can remember it. He advertised in *Fishing News*."

■ About the time you mention, a creel with a steel frame and base was being marketed by Alan Medley's firm Northern Rope and Twine at Gillroyd.

Its base measured 24 x 16 in. and was constructed of steel slats. The bows were made of 5/16 in. rod. The creel was 13½ in. high and weighed 16 lb.

Alan Medley's steel-framed pot.



Its frame was covered with polythene netting and there were two entrances — one on either side at opposite ends of the creel — made with netting of the same sized mesh. No rings were fitted in the entrances.

Another steel creel was being made in Yorkshire at the time — by J. Wilson's Inshore Fishing Gear Company at Gildersom near Leeds.

Its bows were constructed with 3/8 in. or 5/15 in. steel rod and its base with 1½ in. x 1/8 in. flat steel bar. It measured 25 x 20 x 13½ in. and weighed about 10 lb. If supplied with a netted frame, its entrances were fitted with special escape inhibitors.

I don't know whether J. Wilson is still making this type of creel at Gildersom, but Alan Medley no longer manufactures his steel creel. Instead he makes steel-framed inkwell pots, frames only or covered with 3 in. mesh black polythene netting and fitted with wicker top entrance.

He also makes a creel frame designed to be covered with netting and fitted with wicker top entrance. Address of his Northern Rope and Twine concern is now 10/12 Regent Street, Heckmondwike, Yorkshire.

WANTED: GRP CLINKER HULL

"I WORK a 17 ft. clinker-built wooden boat from an open shingle beach and it is getting past its best.

"I have obtained an estimate for replacing it and the price is far beyond my means. I am, therefore, very interested in buying a 16 ft. GRP hull which I can complete and fit out myself.

"It would have to be exceptionally robust — suitable for winching up the beach — and be fitted with at least two bilge runners on each side as well as a stout sole iron.

"Provision would have to be made in it for fitting a stern tube as I would install an inboard diesel engine.

"I would prefer a simulated clinker hull and would be obliged if you can tell me where I can get one with suitable specifications."

■ The Rye Yacht Centre, Rye, Sussex, moulded a hull a year or two ago for winching up a pebble beach at Mullion Cove in Cornwall.

It was approved by the White Fish Authority and it must have been considered adequately robust. But, if I remember rightly, it was just over 16 ft. long and not a simulated clinker construction.

Having had experience of moulding at least one hull of this kind and, doubtless, opportunities of observing how it withstood the arduous conditions for which it was intended, the yard is likely to know precisely what are the best hull specifications for the type of boat you want.

If it is not too fully occupied moulding Vee-cupied moulding Vee-satellities, it might be able to supply you with an adequately robust hull.

It is possible, however, that a moulder of simulated clinker GRP hulls may meet your requirements and be able to meet them. If you do, and sends me brief particulars of a 16 ft. hull for supply, I will forward them without delay.

Lowestoft harbour, with Waveney Dock fish market on the left. Opposite, by the sea wall, is the site of the proposed £1½m. barge service site.

Barge service site may hit fish at Lowestoft

THERE are still fears among merchants and trawler owners that catches on Lowestoft market could be polluted if a proposed industrial development goes ahead at the harbour. This is despite assurances given at official level and from the company concerned.

EAE, and engineering company which is part of the Plessey Group, has put forward plans for a massive £1½m. development on a six acre site between the north harbour pier and the coastguard station.

The land forms a narrow strip between the sea and the Hamilton Dock, where Lowestoft inshore fleet is based, and directly opposite the main fish market.

The site will be used for servicing big sea barges and other equipment for North Sea rigs and platforms.

A lot of grit-blasting and paint spraying work will be carried out and barges of up to 400-500 ft. are envisaged.

Some of these, said a spokesman for EAE, would be moored end-on which would take them halfway across Hamilton Dock. "But that will only happen a few times a year," he said.

But the main worry of fish merchants and trawler owners is the possibility of pollution from the grit-blasting and paint spraying.

Waveney district planning committee was told last week that there might be a "price to pay" for having that type of industry so near to a highly-perishable food market. One answer might be erect protective screens round the market and another, the committee was told, could be to have compensation claims settled through insurance firms.

Both ideas have been quickly shot down by most of the firms on the market. Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association, said the idea of submitting insurance claims if fish supplies were affected by pollution was "practically unworkable."

"The possibility of pollution affecting fish newly-landed on the market is an alarming one," he said. "It would be virtually impossible to operate a screening system during landing or sorting operations."

Screening would involve heavy expenditure — estimates of £50,000 for the whole market have been put forward — and, said Mr. Leighton, if pollution did occur there would be no warning. There was also the risk of health hazard to men working on the market.

The owners were also worried about safety to shipping in the confined waters of the harbour entrance and the Hamilton-Waveney docks area.

"We have been told that barges of up to 400 ft. will be coming in — and that later on this may go up to 500 ft.," he said.

Ness Point Fisheries, one of the firms which handles inshore landings, said there could obviously be some problems from having industry as its next door neighbour, but thought screening might be possible.

The firm's managing director, Peter Catchpole, said he welcomed the arrival of new industry which was badly needed to bring new life into the port.

The firm had, unfortunately, received some bad publicity because of the dust and noise from its premises at Oulton Broad, on the edge of Lowestoft, but the new development would be away from any residential area and there should be minimal nuisance.

Another inshore firm, BFP, said it was too early yet to assess the situation, but it would obviously cost thousands of pounds to erect screens round the market and it seems unfair that the fishing industry should be asked to foot the bill for a problem created by another concern.

ROKER CATCHES UP AT MILFORD

THERE were improved landings of roker at Milford Haven last week after a series of poor catches. The port's top ship was the Swansea-owned *Georgino Wilson* (Skipper Rees Evans) which made £4,386 from 148 kits.

On the same day *Bryher* (Skipper A. James) landed 136 kits for a grossing of £3,824. Between them they landed a total of 80 of cod, 20 of whitings, 100 of roker, five of turbot and brill, 20 of plaice and five of soles.

There was also a good grossing for one of the port's youngest skippers, John Rogers in command of *Norrard Star*. He brought the vessel back to port with 143 kits which sold for £3,793.

On the same day *Jodestar Gypsy* (Skipper Jim Brodie) landed 141 kits which sold for £3,705. The vessels, between them, landed a total of 100 of cod, 35 of whitings, 70 of roker, three of turbot and brill, five of plaice and five of soles.

Kingfisher Charts

Reported positions of obstructions

I 01.67	A 38.[illegible]	[illegible]	—	Chain [illegible]
I 04.40	A 41.12	[illegible]	—	Chain [illegible]
I 06.46	A 38.90	B 61.47	Chain [illegible]	
I 08.00	A 41.90	B	—	Chain 9
I 17.63	A 41.72	B	—	Chain 9
I 19.49	A 40.19	B	—	Chain 9
I 20.34	A 41.01	B	—	Chain 9
I 21.30	A 38.88	B	—	Chain 9
I 21.71	A 40.79	B	—	Chain 9
I 21.86	A 38.14	B 62.46	Chain 9	
I 23.64	A 45.53	B	—	Chain 9
I 23.98	A 43.44	B	—	Chain 9

SYLT ROUGH

Red	Green	Purple	Decca Frialan
I 05.72	C 40.31	G 55.84	Chain 9
I 05.80	C 40.30	G 55.86	Chain 9
I 08.30	C 40.70	G 56.47	Chain 9
I 08.74	C 40.79	G 56.55	Chain 9
I 11.39	C 30.10	G 70.77	Chain 9
I 12.93	C 39.59	G 59.46	Chain 9
I 19.20	C 37.57	G 64.09	Chain 9
I 23.98	C 45.75	G 59.20	Chain 9

OVER £5,000 FROM WIVES' PORT FAIR

A RECORD £5,000 was raised at the Fishermen's Wives Hospital Fund annual fair held on Scarborough's West Pier.

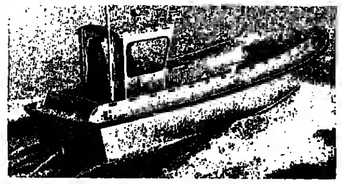
This was the first time that the fair has been held on a Sunday and, said Mrs. Maggie Mainprize one of the organisers, "we will certainly try to hold it on a Sunday again.

"We raised over £5,000 and we will be able to buy the equipment we promised — an advanced cardiac machine — for Scarborough hospital," she said.

ALUMINIUM makes light of fishing boat problems

- Half the weight of steel means less fuel per given pay load; increased range; higher speed.
- It's superbly tough and well proven, a British Standard material of guaranteed strength.
- It may deform on severe impact but not crack or splinter.
- Corrosion and abrasion resistant, it has no water sensitive inner core.
- Aluminium will neither ignite, deteriorate nor rot and requires no painting or varnishing apart from anti fouling.
- The advantages of an Allday Aluminium Fishing Boat are made to measure for todays economic conditions.

Ask us about our full range of fishing boats. 4–21 metres, 13–70 ft.

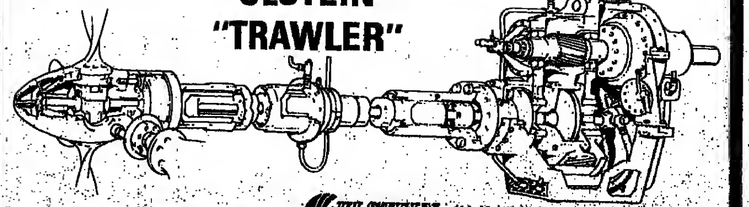


Ask us about the weighty arguments for Aluminium

ALLDAY ALUMINIUM LTD

FISHING BOAT DIVISION, QUAY LANE, GOSPORT. TEL: (07017) 87741

This is the ULSTEIN "TRAWLER"



For further information contact:

ULSTEIN (U.K.) LIMITED
60A George Street, EDINBURGH, EH2 2LR
Tel: 031-226 5481 Telex: 727383

Multi-purpose Margaret but in Denmark

Above: *Margaret*, A. E. Richardson's new versatile near water vessel, is fishing from Grimsby as an anchor-seiner. Below: her crew. Left to right, Skipper Jimmy Carson, Cyril White (mate), Jimmy Carson, jnr. and David Erwin.

FOLLOWING the modern trend towards more versatile near water vessels, Grimsby owners and agents A. E. Richardson & Co. Ltd. has added the multi-purpose *Margaret* (GY 334) to its successful fleet of seine-netters, pair teams and inshore trawlers.

Built by Marstal Træskibsværft, Marstal, Denmark (Yard No. 80), *Margaret* was named after Margaret Harrison, the wife of Fred Herrison who is managing director of Richardsons. Mrs. Harrison also performed the launching ceremony.

The vessel has begun fishing from Grimsby as an anchor-seiner under Skipper Jimmy Carson. The quietly-spoken skipper is a Scot from Redding, near Falkirk, whose family had no connections with the industry. Jimmy came to Grimsby in the early 1950s to try his luck and stayed on to become one of the port's most capable seiner skippers. He has just completed three successful years in the Richardson seiner *Ejlena*.

Of oak on oak construction, *Margaret* is a traditional-design Danish multi-purpose craft with a cruiser stern, flush deck and raked stem, being capable of anchor-seining, flyshooting and side trawling.

She is registered under Part IV at 39.27 tons and has the following main dimensions: length overall, 61.4 ft.; registered length, 56.7 ft.; breadth, 17.9 ft.; and depth, 8.6 ft.

The main engine is an electric start Gardner 8L3B eight-cylinder marine diesel which develops 230 bhp at 1,150 rpm. The unit drives through a Twin Disc MG 514 reverse reduction 4.13:1 gearbox to a Hundested VP 9 three-bladed propeller to give a speed in excess of 8½ knots and a static pull of at least three tons without a nozzle.

The propeller blades (recently re-shaped by Hundested) are fixed, although their pitch can be altered by an adjustment on the shaft for different work.

Powered from the fore end, through a flexible coupling, an extension shaft pulley drives a GGG self-priming bilge and general service pump with a switchgear valve to circulate seawater through the main engine oil cooler and heat exchanger. Also on this shaft are the lower winch belt pulley and a step-up belt drive to a Transmotor ACG-220 alternator of 6.8 kW, capable of producing 220 amps at 24 volts.

On deck a ratchet and pawl fixed to the outer casing controls the jockey pulley to transfer the drive to the stepped-down top pulley shaft. Fenner pulleys on this shaft step-up the power to a Hydreco Hemworthy and Vickers Vane hydraulic pumps for the rope drums and net hauler respectively.

The auxiliary is a Lister ST225M of 16.25 bhp at 2,000 rpm, belt-driving a 1½ in. Desmi bilge and general service pump and a Transmotor ACG-155 alternator of 3.6 kW, capable of producing 110 amps at 24 volts.

The electrical system is 24 volt DC with both alternators feeding into separate Transmotor AVRR-800 B transformers. For the chloride batteries the lights, some instrument operation and starting engine.

The electrical system by Nordao Radio Elektro and includes a switchboards with fuses which can be without replacement cooling down and the fault.

Other equipment includes a Nor electric motor for hydraulic pump, Brusselle steering, Electro-Ringe vent fans and a water system in case of fuel oil tanks have of 2,000 gallons freshwater tank 1½ tons.

The deck layout tional and the comprises a Norl winch, mounted the wheelhouse, "A" seine rope positioned well the port foredeck tra deck space dustriel fishing, Hydema KB-04 heuler on the aft

Metal

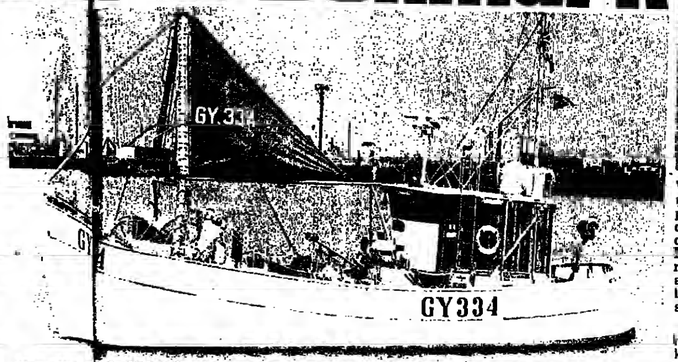
Gallows for fitted on the only and all the deck, including gilson, deckhouse fishroom, coaming, panionway and stanchions are from galvanised and blocks are

The winch has gearbox with ratios on the ing and fathoms of board drum for the rope to the

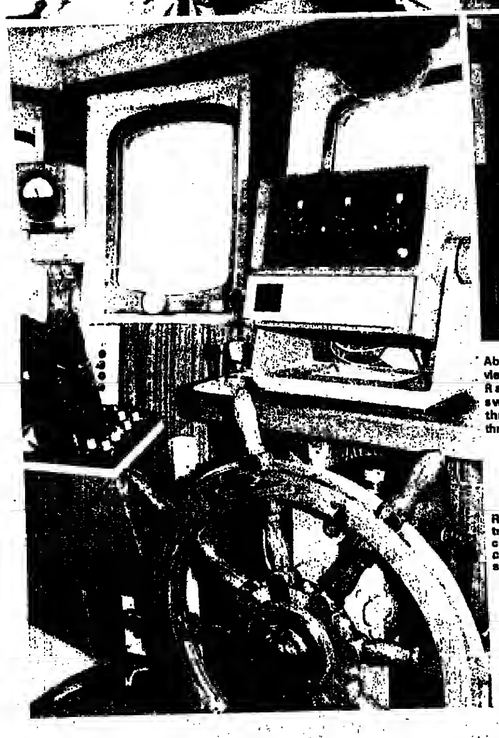
"An 1/2 sludge fish

Alwallin Faaborg. Another is situated port bi

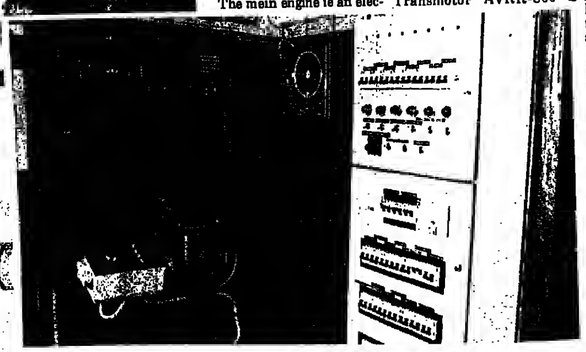
The



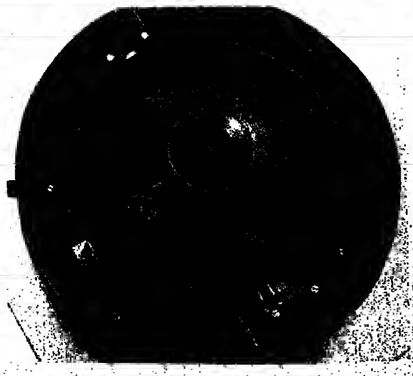
Margaret is powered by a Gardner 8L3B eight-cylinder marine diesel which develops 230 bhp at 1,150 rpm.



Above: wheelhouse view of the new Nordao Radio Elektro switchboard with throw-out resetable throw-out reset fuses.



Right: the Decca Mk. 3 transmitting magnetic compass with visual card and automatic sensor.



Left: *Margaret's* wheelhouse fitted with the latest electronic equipment.

ty for 75 tons of bulk fish, or over 500 kits of iced white fish. Insulated on the bulkheads only, it has a concrete floor draining into a central covered channel and sluicewells; pine partitions slotted into galvanised steel stanchions divide it into ten sections.

For industrial fishing, 11 Faaborg bunker plates also serve the fishroom. Aluminium pound boards are fitted.

The mahogany deckhouse, steel-braced on steel frames over the raised engineroom casing, comprises a compact well-planned wheelhouse, with glass-fibre frontal, and a skipper's berth cum chartroom aft. It is heated by hot water radiators supplied from the main engine.

For fish-finding *Margaret* is equipped with a Kelvin Hughes MS 44 echo sounder and for communications there are 'Sailor' T122 R106 SSB radio telephones in the skipper's berth and 'Sailor' RT143 vhf in the wheelhouse.

S.P. radio has also provided the 'Sailor' R114 watchkeeping receiver and 'Sailor' R108 receivers in the wheelhouse and forward cabin linked by National VN-481 intercom.

Steering is power-hydraulic by Tenfjord, model HS65R, with adapted K & L Marine solenoid valve system coupled to a Decca 350 autopilot and Decca Arkes 42F-75 watch alarm.

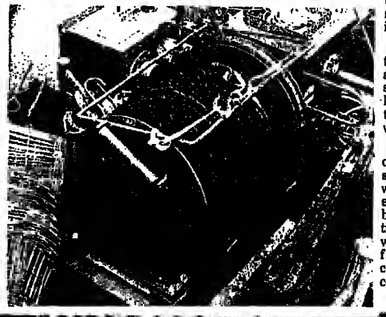
The autopilot operates in conjunction with the new Decca Mk. 3 transmitting magnetic compass with visual card and autopilot sensor (first displayed at the Ayr Scottish Fisheries Exhibition).

Also new from Decca is the 110 long-range radar and a Decca Mk. 21 Navigator, Brusselle tiller indicator, starboard hydraulic tiller control and Gardner engine controls complete the navigation arrangements.

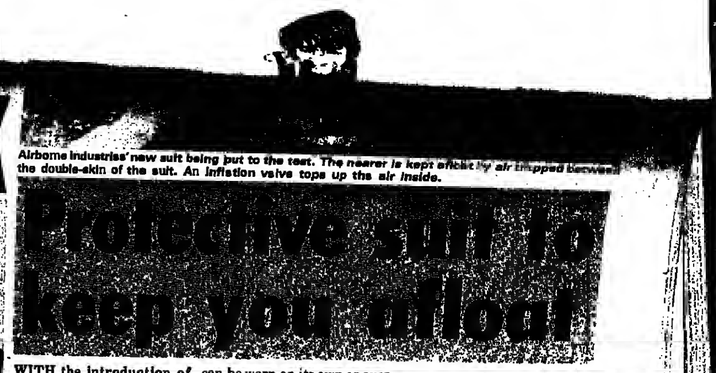
Also fitted are duplicated wheelhouse rope drum controls, a Gremmer DS 44/2 helmsmen's seat and internal directional rods for the Noack searchlight on the wheelhouse roof.

Below deck, forward, is a four-man cabin and messroom, heated by a Lance solid fuel stove and finished in Formica. In the bows a neat galley is fitted with two Neptun gas rings and Voss gas cooker. Gas bottles are stored on deck in steel lockers behind the companionway.

Philips tube lights illuminate the decks and the navigation lights by Agter include port and starboard installations unusually fitted to the main A-type mast. *Margaret* carries two six-man RFD inflatable liferafts.



Right: the two-speed Norlau winch. Below: the Ramme rope drum installation.



Airborne Industries' new suit being put to test. The nearer is kept afloat by air trapped between the double-skin of the suit. An inflation valve tops up the air inside.

Protective suit to keep you afloat

WITH the introduction of plastics, fisherman's protective clothing has changed considerably over the last few years. Materials are lighter and more comfortable to wear and the two-piece suit has largely replaced the smock.

One of the problems which has not been solved is that of keeping a person afloat if he goes overboard, that is unless he is wearing a lifejacket which is not very practical when working on deck.

A new suit developed by Airborne Industries Ltd., of Leigh on Sea, would appear to offer some improvement to this situation.

The suit is high-visibility orange in colour and is made from nylon cloth coated with polyurethane. The grade used is fairly stiff, but stays flexible at low temperatures.

Air trap

The secret of this suit is its double skin. These skins are sealed at the shoulders and around the neck opening so that when the wearer falls or jumps in the water, air is trapped between the two skins and, as it cannot escape, it provides buoyancy.

The trousers are made in the same way so that if these are being worn alone there is still sufficient buoyancy to keep a person afloat; the trapped air can be topped up with an inflation valve.

The idea looks good and certainly has the merit of simplicity. In trials it worked well and without topping the air up there was plenty of buoyancy. It is not as effective as a proper lifejacket which will keep you floating face up if you are unconscious, but it is a good compromise.

Tests

The only snag would appear to be wear. Small air leaks could occur in the material and these would go undetected until an emergency. Possibly the makers will develop some means of testing the air-holding capabilities of the suit and it should not present an insoluble problem.

On the question of protective clothing, what you wear under the suit is important from the point of view of keeping warm. There are some very good under suits on the market which are specially designed to retain warmth. Javelin, the wet suit people, make a suit which is like a fleece lined track suit which can be worn on its own or over ordinary clothes.

Equinox make a set of thermal underwear which can be worn under ordinary clothes for those who don't want to be seen wearing special warm clothes. Both of these suits are made of nylon fabric and are washable.

They are not cheap, but are good value for what they do. They certainly proved very effective during a trip to Icelandic waters and are still effective even when wet.

Right: one of the larger suits in the range. Although fairly stiff the material stays flexible at low temperatures.

HUNDESTED MOTOR & PROPELLERFABRIK LTD.

3390 HUNDESTED, DENMARK.
Phone 03-337117. Telex 40245 hmf dk

AS HUNDESTED MOTOR-OG PROPELLERFABRIK
M. H. F.
DANMARK

U.K. Spares and Service Agent:
ANGLO DANSK, Robinsons Lane,
Fish Docks, Grimsby.
Tel: 047251457/8 Telex: 527323

Congratulations to "MARGARET"

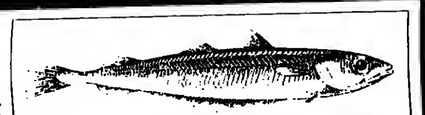
Our eighth new building for the United Kingdom

MARSTAL TRÆSKIBSVÆRFT

DK 5960 MARSTAL DENMARK
TEL: 0045 9 531413

More trials on 'promising' blue whiting

Although there is still a long way to go with the development of blue whiting, this report by the White Fish Authority brings up to date the progress made so far. It deals primarily with catching and processing; acceptability trials are continuing.



Blue whiting — a possible replacement for cod, haddock and whiting — is from the same family.

STRONG interest is now being shown in blue whiting — and with very good reason.

As one of the largest and still relatively unexploited fish resources in the north-east Atlantic it could, in the years ahead, help to offset a reduction in British landings of traditional species.

A reduction in cod and haddock is almost certain to come about as a result of international decisions on limits and catch quotas.

Research and development work so far has proved promising, but there remain many problems to solve if blue whiting is to be used for human consumption.

Processing machinery needs further development, more acceptability trials must be done and more needs to be found out about the biology, distribution and migration patterns of this species.

Exploratory voyages by the White Fish Authority (WFA) and Torry Research Station (TRS), on behalf of the Ministry of Agriculture, Fisheries and Food, were made on the freezer trawler *St. Benedict* in 1974 and *Arctic Privateer* in 1975 to catch and process blue whiting.

Although filleting at sea with the machinery than available was not successful, these voyages did prove that the fish can be caught in quantity and, also, provided test supplies for on-shore processing and marketing.

Tests by the staff of Torry Research Station and others showed the fish has a good flavour and could be made into a variety of products.

In late 1975 and early 1976, the WFA conducted acceptability trials in the catering market, including fried fish shops, schools and hospitals, and with randomly-chosen housewives as tasters. The results of these various trials were encouraging, with the reaction of children to fried fillets being particularly favourable.

Filleting

While this work was in progress the WFA and TRS met representatives of Aranco and Baader, two fish processing machinery firms, to discuss the possibility of developing existing or new machinery for filleting blue whiting.

As a result Aranco came up with a modified version of its CIS-CIF herring filleting machine, and Baader revealed a prototype of a new machine specifically designed for filleting small white fish.

Both machines were made available for blue whiting processing trials at Stornoway, in the Outer Hebrides, in the spring of this year (*Fishing News*, June 25).

The trials were a collaborative exercise between the WFA, TRS and the Highlands and Islands Development Board (HIDB).

The WFA had overall responsibility for the trials and disposal of the processed fish, and TRS had special responsibility for fish quality (including handling at sea), plus packaging and freezing of the fillets.

The HIDB arranged to catch blue whiting for these human consumption trials as part of its industrial fishery project off the west coast of Scotland.

The main objectives of the trials was to test the feasibility of landing blue whiting in fresh condition at a port close to the fishing grounds, processing it for human consumption, and supplying processors and friers with frozen fillets for trial work and marketing.

Two pair trawlers were the main vessels involved in the trials: the 103 ft., 1,000 hp, *Hebrideen* (Skipper Alex Smith) and the 66 ft., 637 hp, *Shemara* (Skipper James Pirie).

Shemara was designed to accommodate chilled sea water (CSW) containers, and so she was allocated to return fish for the trials. It was arranged that she would return approximately ten tonnes of fresh fish from each of her seven trips, part of the catch being held in three CSW containers and the remainder iced in boxes.

To supplement the supply of blue whiting from *Hebridean* and *Shemara*, the WFA also contracted the 86.56 ft. and 750 hp *Pathfinder* (Skipper Bert Andrews). It was planned that she would single-boat trawl and land ten tonnes of fish on three successive weeks during the trials. The surplus fish from all three vessels was to go for fish meal.

Fishing started on April 7 and was initially concentrated west of the 200-fathom line, about 30 miles WSW of St. Kilda. The fishing pattern was similar to that on the *Arctic Privateer* voyage in 1975, with the fish shoaling during the day at about 200 fathoms and dispersing at night.

During the first week of May, however, the fish left this area and subsequent fishing was concentrated on the southern tip of the Faroe Shelf, about 60 miles south of Sydero, near the 200-fathom line.

Here the fishing pattern was somewhat different, with the fish shoaling at 100-150 fathoms and the greatest concentrations being found during the late evening at about 100 fathoms in about 125-150 fathoms of water.

The single-boat trawler *Pathfinder* spent the first week learning the fishing technique from WFA master fishermen Jimmy Robertson. After this there was no problem in taking large hauls, up to 50 tonnes, fishing in 200 fathoms depth.

Likewise the HIDB pair trawlers, after some initial working-up trials, were able to make large catches. This was in spite of fishing "blind" due to defective net sounder equipment.

On all the voyages mentioned, staff from Torry Research Station, assisted by WFA, sailed with the vessels to instruct the crews on correct stowage of the fish for optimum preservation.

Over part of the same period and area, fishery research vessels of the Department of Agriculture and Fisheries for Scotland and Ministry of Agriculture, Fisheries and Food conducted surveys of the extent of the blue whiting resource.

Fishing information was aided by the presence of over 40 vessels from other countries, fishing mainly industrially. The various nationalities, in addition to British, included Danish, Faroese, French, Eireann, Norwegian, Polish, Russian, Spanish and Swedish. Most of these vessels were stern trawlers over 150 ft. in length and many hauls of 100-170 tonnes were reported.

From samples taken at Stornoway, about 97 per cent of the fish were found to be in the overall length range of 24-35 cm., with an average length of 29 cm., and average weight of 120 g.

Quality of the fish kept in the CSW containers appeared to be better than the fish iced in boxes. Some of the boxed fish were crushed and bruised by the ice, whereas the CSW fish were unblemished. The CSW fish were also firmer than the boxed fish — a distinct advantage when filleting.

The processing work was carried out at the Rolf Olsen factory in Stornoway. The factory is primarily a herring processing plant and has a work force of about 3[illegible] although generally only about 20 individuals were available for blue whiting processing at any one time.

The women and some of the men are normally laid off during the herring close season and, therefore, the trials provided welcome employment during this period.

The performance of the Baader 121 filleting machine although not completely satisfactory, was very encouraging. It produced good, clean, skin-on block fillets from a wide range of fish sizes. A fillet yield of 37 per cent was achieved, with a throughput of 100 fish per minute. Good quality, skin-on block fillets were also produced from small ungutted haddock and ordinary whiting.

What the machine did not do, however, was to produce satisfactory skinless, boneless single fillets, and this is what is needed for laminated blocks suitable for making fish fingers or portions.

However, Baader is continuing with its development programme and hopes to have a re-built machine which will produce skinless single fillets ready for the 1977 season. It is also plane to increase the throughput of the machine.

Flexible

Removal of the plankton without disproportionate loss of yield may prove to be difficult but, as they seem to be softer and more flexible than thus less objectionable) than comparable bones from traditional gadoid species, the consumer may be willing to accept them. This needs further investigation.

The Aranco filleting machine tested at Stornoway was a CIS/CIF herring fillet[illegible], with the filleting [illegible] extensively modified for blue whiting. Operation of this machine was less satisfactory than the Baader.

To supplement the supply of machine-produced fillets, the factory work-force also tried hand production of skin-on block fillets. Although they had little previous experience in filleting white fish, after some instruction and experience a filleting rate of 15 kg. of fillets per person an hour was achieved.

This rate is much lower than can be achieved on larger fish species but, nevertheless, it contributed a reasonable quantity of fillets for future acceptability trials. The skin-on block fillet yield was 42 per cent.

Initially, the hand-produced fillets were washed, graded, weighed into batches, packed and then frozen. As the fillets were found to absorb water and become soft fairly rapidly, however, it was considered that washing and handling should be kept to a minimum.

Subsequently, therefore, the hand-processed fish were filleted, graded and weighed into batches before washing; thus the only handling operation after washing was packing. This greatly improved the final quality of the fillets. The machine-produced fillets were washed as part of the machining process.

All fillets were individually graded into three categories: 40-60 g, 60-80 g and 80-100 g, before weighing into 4 kg batches. After this they were packed into 50 mm. deep trays, with polythene interleaves between each layer, and frozen in the factory's horizontal plate freezers.

A total of eight tonnes of block fillets were produced, of which about 20 per cent was machine filleted.

One objective of the trials was to produce a quantity of frozen laminated fillet blocks for fish finger or portion production. In the event, sufficient supplies of suitable single fillets were not available from the filleting machines and it was not practicable to produce the fillets in quantity by hand.

However, a few blocks were made using hand-cut single fillets and machine-cut block fillets. These were skinned by a Trio skinning machine and trimmed by hand.

A quantity of mince blocks was also produced. This was done by skinning block fillets from the Baader 121 in the Trio skinning machine, then passing the flesh through a Baader 694 bone separator. This produced a mince with a good, clean appearance.

Seven tonnes of whole blue whiting were also frozen for future use, the fish being laid in trays 50 mm. deep and frozen into 7 kg. blocks.

Although results so far are encouraging and suggest that this species may in time make a valuable contribution to the British white fish supply, it is clear that much work remains to be done on handling, processing and acceptability before blue whiting can be fully utilised for human consumption.

Meanwhile, all sections of the fish industry — catchers, friers, institutional caterers and the major processors — are interested in the possible exploitation of this species.

It is intended to carry out further exploration and development work in the autumn of 1976, extending well into 1977. Possible improvements in methods of handling and processing are being studied and a full economic assessment of the prospects of a viable blue whiting fishery is being done.

fish farming international

THE QUARTERLY JOURNAL FOR EVERYONE IN FISH CULTURE

First published as a book in three volumes, FISH FARMING INTERNATIONAL created such interest and offered such concentrated information that it is now published regularly every quarter in magazine style.

A great deal has been talked about the fish farming industry, particularly in the last decade: it has often been hailed as the salvation of the world's fishing industries, at the same time there have been many mistakes, misconceptions and failures.

FISH FARMING INTERNATIONAL sets out in clear, practical language to present to its reader studies of existing successful fish farms on a wide variety of different species; contributors from around the world discuss their own research and experiments; reviews of the latest equipment and products.

Whether you are already concerned with aquaculture or just considering the possibilities, or if you are a supplier to this growing industry or involved academically FISH FARMING INTERNATIONAL quarterly is an essential part of your equipment.

Complete the coupon below for more details and subscription form, without obligation.

TO:
ARTHUR J. HEIGHWAY PUBLICATIONS LTD.
LUDGATE HOUSE, 110 FLEET STREET, LONDON EC4A 2JL

Please send me further information about the new FISH FARMING INTERNATIONAL

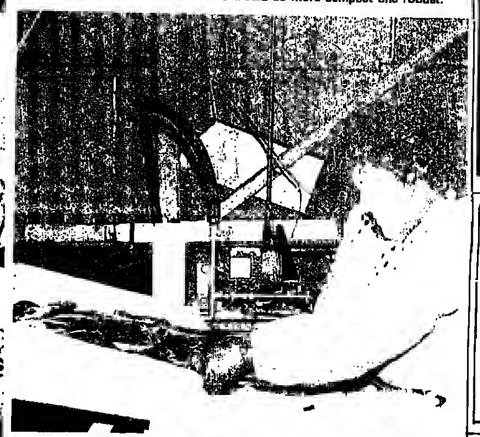
Name .....

Company .....

Address .....

.....

.....



Above: the 103 ft. *Hebrideen*, owned by the Highlands and Islands Development Board, hauling aboard a catch of blue whiting. She is commanded by Skipper Alex Smith. Left: a yield of 42 per cent was achieved when Rolf Olsen staff hand-filleted blue whiting. Below: feeding the all-new prototype Baader 121 filleter with blue whiting. Despite its success, Baader is to improve the machine for future trials. Production versions would be more compact and robust.

Below: *Shemara* lands her blue whiting at Stornoway. Skipper Jim Pirie's 86-footer used chilled sea water containers. The CSW tanks appeared to keep the blue whiting better than boxes. The ice tended to crush the bruise boxed fish.

FISHERMEN'S MISSION
SERVING and CARING
For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen

This is our plea
Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen
43 Nottingham Place, London W1M 4BX
Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.

Patron H.M. The Queen
94 years constant service to fishermen and their families

WILLS-RIDLEY
HYDRAULIC STEERING GEAR
Hand or power hydraulic for craft from 25ft. — 150ft. in length.
Power assisted conversions of hand hydraulic steering gears a speciality.
S.M. Wills
Winterstoke Road, Weston-super-Mare, Somerset. Tel: 0934-26114
Telegrams: Steering, Weston-super-Mare.

35ft. x 10ft. 10in. x 3ft. 6in. All steel hull, deck & wheelhouse from £3,500. Or hull only available.
SHEET METAL STRUCTURES LTD.,
Reynolds Wharf, 178 Abbey Road, Barking, Essex.
Tel. 01 594 1608

BOAT BUILDING TIMBERS
- Bulls of Oak, Larch, Iroko, Mahogany and Oak Crooks all sawn through and through to any thickness.
- Edge grain Oregon Pine Decking in long lengths.
- Complete sets Oak frames bevel sawn to your patterns.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: Hull 0482-25565 (5 lines) Telex: 52628

fishing vessel protection
Stem to stern, keel to truck, engine room – accommodation – Jotun-Henry Clark paint systems give complete protection.
Our anti-foulings mean smooth hulls ensuring fast speeds to catch the markets – whilst our Lloyds approved flame retardant paints add a bright face to living quarters and ensure extra safety for crews. To achieve good looks and complete protection for your vessel – a copy of our leaflet is a good start.
Jotun-Henry Clark Ltd.
8-9 Fenchurch Buildings, London EC3M 8HJ. Tel 01-481 3741. Telex 885421
17 Warehouse, West End, Albert Dock, Hull, Yorks. Tel 29438
J Marr (Aberdeen) Ltd., 164 Allied Quay, Aberdeen Tel 32678
Please send me a free copy of your colour leaflet
NAME
COMPANY
ADDRESS

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

£39,547: *Boston Kestrel*, Boston (Sk. P. Fenty), 1,567 k, 1, 20 days.
£28,453: *Port Vale*, Consol (Sk. B. Dennis), 1,144 k, 1, 22 days.

Middle water

£21,451: *Ross Kipling*, BUT (Sk. D. Keetley), 955 k, W, 16 days.
£21,275: *Ross Zebra*, BUT (Sk. R. Reeves), 1,011 k, W, 13 days.
£19,318: *Ross Panther*, BUT (Sk. G. Cunningham), 870 k, FW, 15 days.
£19,037: *Erimo*, Taylor (Sk. G. Smith), 767 k, F, 16 days.
£18,832: *Ross Jackal*, BUT (Sk. J. Gordon), 1,011 k, W, 17 days.

North Sea

£7,743: *Lofoten*, Lindsey (Sk. H. Burgess), 281 k, NS, 14 days.
£6,628: *Lemberg*, Lindsey (Sk. H. Pexmen), 235 k, NS, 13 days.

Seiners

£10,602: *Veralla*, Allerd Hewson (Sk. E. Olesen), 330 k, NS, 13 days.
£10,547: *Bekimael*, Consol. (Sk. A. Bojen), 280 k, NS, 16 days.
£8,071: *Grenaa Way*, Sleight (Sk. J. Howard), 259 k, NS, 13 days.
£8,020: *Rasmine*, Chapman (Sk. V. Thomsen), 288 k, NS, 18 days.
£7,161: *Karen*, Richardson (Sk. E. Sveineson), 256 k, NS, 14 days.
£6,888: *Genara*, Sleight (Sk. W. Murray), 252 k, NS, 9 days.
£6,885: *Ella Grethe*, John R. (Sk. R. McQueen), 288 k, NS, 15 days.

Pair trams

£16,048: *Margrethe Bojen* (Sk. Jens Bojen), 666 k, end
£13,047: *Francis Bojen* (Sk. J. Richardson), 553 k, both John R., NS, 10 deye.
£10,538: *Searcher* (Sk. B. Nejrup), 344 k, and
£9,375: *East Bank* (Sk. J. Lee), 338 k, both Sleight, NS, 14 days.
£9,336: *Martin Norman* (Sk. D. Cox), 394 k, and
£8,650: *Clee* (Sk. M. Cox), 361 k, both Sleight, NS, 13 days.
£7,305: *Ann Charlotte* (Sk. R. Colline), 309 k, and
£5,066: *Lauride Skomager* (Sk. Jorgens Bojen), 210 k, both John R., NS, 13 days.

HULL

£53,773: *Kingston Amber*, BUT (Sk. M. Redfearn), 2,043k, I, 23 days.
£50,901: *Arctic Cavalier*, Boyd (Sk. P. Garner), 2,064k, WS, 22 days.
£46,073: *Westella*, Marr (Sk. R. Warren), 1,772k, I, 21 days.
£36,555: *Kingston Pearl*, BUT (Sk. D. Wooldridge), 1,403k, I, 22 days.
£33,337: *Ross Trafalgor*, BUT (Sk. E. Ward), 1,432k I, 21 days.
£33,003: *Portia*, BUT (Sk. D. Grewer), 1,339k. I, 19 days.
£29,595: *St. Dominic*, Hamling (Sk. P. Greyburn), 1,428k, WS, 24 days.
£18,507: *Lord St. Vincent*, BUT (Sk. R. Jopling), 820k, W, 18 days.

Seiners

£8,647: *Guldborg*, Boston (Sk. H. Kristiansen), 324 k, 10 days.
£7,617: *Falkenborg*, Boston (Sk. O. Pedersen), 317 k, 15 days.
£7,180: *Lindenborg*, Boston (Sk. H. Winkel), 310 k, 9 days.
£6,320: *Nyborg*, Boston (Sk. K. Thimm), 223 k, 15 days.
£5,892: *Vikingborg*, Boston (Sk. N. Jansen), 210 k, 16 days.
£5,707: *Arnborg*, Boston (Sk. G. Jonaesen), 204, k, 13 daye.

FLEETWOOD

Home water

£16,804: *Wyre Conqueror*, Wyre (Sk. J. Newsham), 687 k, 11 days.
£13,260: *Mount Melleray*, Wyre (Sk. B. Andrews), 800 k, 9 days.
£12,411: *Royalist*, Hewett (Sk. K. Beavers), 530 k, 12 days.
£12,368, *Norina* Marr (Sk. F. Wilson), 545 k, 10 days.
£12,027: *Wyre Vanguard*, Wyre (Sk. W. Spearpoint), 758 k, 12 days.
£7,250: *London Town*, Hewett (Sk. J. Kelly), 309 k, 13 daye.

Near water

£5,842: *Resilience*, Ward (Sk. R. Moes), 196 k, 9 days.
£3,887: *Fair Isle*, Ward (Sk. J. Wright), 144 k, 13 days.
£3,233: *Starbank*, Werd (Sk. B. Atkineon), 131 k, 11 days.
£2,902: *Girl Doris*, Hewett (Sk. J. Delroy), 85 k, 14 days.
£2,806: *Southords*, Hewett (Sk. R. Carlsson), 105 k.
£2,762: *Deevole*, Werd (Sk. C. Bird), 102 k.
£2,523: *Ann*, Hewett (Sk. T. Kirk), 101 k.

LOWESTOFT

£10,646: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 483 k, NS, 12 days.
£10,408: *St. Thomas*, Colne (Sk. J. Ketteringham), 351 k, 12 days.
£10,082: *Boston Sea King*, Boston (Sk. P. Meen), 401 k, NS, 9 days.
£9,800: *SSAFA*, Colne (Sk. B. Bowler), 376 k, NS, 12 days.
£9,547: *St. Rose*, Colne (Sk. W. Hitter), 401 k, NS, 11 days.
£9,260: *Boston Shackleton*, Boston (Sk. A. Jenner), 302 k, NS, 12 days.

GRANTON

£16,372: *Arctic Explorer*, Liston (Sk. J. Banyerd), 901 c, WC, 10 days.
£16,254: *Arctic Riever*, Liston (Sk. A. Wanless), 1,192 c, F, 15 days.
£12,080: *Arctic Invader*, Liston (Sk. M. Anderson), 793 c, WC, 14 days.

NORTH SHIELDS

£12,790: *Ben Edra*, Irvin (Sk. R. Pelmer), 55,563kl, NS.
£7,849: *Ben Glas*, Irvin (Sk. R. Sheeder), 29,109kl, NS.
£7,551: *Bishop Burton*, Newington (Sk. T. Feirley), 20,780kl, NS, 4 days.
£6,975: *Ben Chourn*, Irvin (Sk. R. Allen), 30,551kl, NS, 15 days.
£5,130: *Lindisfarne*, Irvin (Sk. R. Bailey), 16,765kl, NS.
£4,555: *Freedom*, A.F. (Sk. D. Johnson), 16,126kl, NS, 4 days.
£4,379: *Christine Neilsen*, Irvin (Sk. C. Ellis), 15,500kl, NS.
£3,038: *Scarlet Cord III*, Irvin (Sk. J. Buchanen), 11,500kl, NS.
£2,995: *Conmoran*, Irvin (Sk. N. Moree), 9,525kl, NS.
£2,914: *Border Star*, Irvin (Sk. R. Crewford), 8,100kl, NS.

MILFORD HAVEN, Irish Sea

£4,386: *Georgina Wilson*, Jones (Sk. R. Evens), 148 k, 13 days.
£3,824: *Bryher*, Norrerd (Sk. A. Jemes), 136 k, 13 days.
£3,793: *Norrard Star*, Norrerd (Sk. J. Rogers), 143 k, 13 days.
£3,705: *Jadestar Gypsy*, Jones (Sk. J. Brodie), 141 k, 12 days.

KEY: I Iceland; F Faroe Islands; W Westerlies; SI Sear Island; NS North Sea; WS White Sea; NC Norway Coast; HW Home Waters; IS Irish Sea; S Shetland; Sk. Skipper; k kits; c cwt.; ki kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Huddersfield Town, Ross Remillies, Ross Revenge, Ross Rodney, Vivaria, Volesus.* From Faroe and Westerly: *Erimo, Hondo, Mohaue, Nosao, Notts Forest, Osako, Ross Cougar, Ross Jockal, Ross Khortoum, Ross Leopard, Ross Zebra, Shawnee, Tokio, Yesso.*

HULL

Expected during the week: *Arctic Corsair, Arctic Vandal, Faletoff, Hammond Innes, Ross Altoir, Ross Orion, Ross Otranto, Ross Resolution.*

PORT MARKETS

MONDAY, AUGUST 18

GRIMSBY

A good supply of 8,013 kits from 19 boats met a good demoud. Prices: shalf cod, £2.40/£3.20; lemon sole, £5/£5.50; codling, £2/£2.50; large haddock, £2.20/£2.90; medium, £2.20/£2.70; small, £1.30/£1.80; large plolco, £4; madium, £3.30/£4; best smoll, £2.50/£3.20; medium skinned dogfish, £5.80; red fish, £1.10; rock fish, £1.10/£2.10; *per stone.*

HULL

4,985 kite from two distant wetar vessels and 1,205 kits from three North Sea seiners. Prices range *per 10 stonc kit*, heads on: shelf cod, £27.15/£31.90 bulk, £22.05/£29.40; shelf codling, £22.80/£28; ehelf haddock, £11.50/£20; colay, £13.05/£14.50; bargylts, £10/£15.25; plaice, £23/£28; bulk codling, £15/£27.25. No distent wster holibut.

FLEETWOOD

Ona vessel from Icoland, ona from Rockall and two near wster vessels landed the total of 2,980 kits.

Prices: Eoglich shelf cod, £24.50/£35.50; bulk, sole, £99/£173; plaice, £22/£42; turbot, £50/£120; coalfish, £12/£16.20; halibut, £50; heke, £30/£52; dogfish, £9/£15; monkfish, £20/£30.50; rokar, £9/£25; whiting, £8/£18.50; gurnard, £10; *per 10 st. kit.*

MONDAY, AUGUST 18

Prices: sole, £190; large turbot, £114/£120; small turbot, £58/£65; lemon sole, £27/£48; large plaice, £27/£35; medium plaice, £30/£37; small plaice, £22/£32; cod, £20/£38; codling, £14.50/£35; dabs, £12/£16; whiting, £7.50/£8; large haddock, £24/£34; small haddock, £11.50/£14; dogfish, £20/£33; catfish, £18/£20; monkfish, £50; gurnords, £7, *per 10st. kit.*

NORTH SHIELDS

Prices: cod, £18.70/£19.30; sprags, £19/£19.70; medium codling, £17.50; small codling, £14.90/£15; large haddock, £15.20; selected small haddock, £13; small haddock, £10.20/£13.20; whiting, £12; lamon sole, £23.50/£30; dogfish, £8.30/£9.90, *per 40 kilo unts.*

BRIXHAM

Prices: cod, £2.70; large plaice, £4.20; medium, £4.30; large haddock, £2.80; turbot, £11.50; large whiting, £2; small, 85p; large lemon sole, £5.80; small £3.20; Dover sole, £17.50; brill, £6.50; large flat, £2.80; squid, £4.40; monkfish, £8.50; dabs, £2.80; mackerel, 70p; conger, £1.20, *per stone.* Scallops £1.05, per dozen.

EYEMOUTH

Prices: small beddock, £3/£11.10; medium haddock, £13.30/£14.90; large beddock, £14/£14.20; small whiting, £7.20/£7.50; medium whiting, £10; best small cod, £18.50; per *7st. kit*, monkfish, £2; lemon sole, £4.50/£5.50; small lemoo sole, £3/£3.50; dogfish, £4, *per stone.*

MILFORD HAVEN

Prices: cod, £21.50/£22; haddock, £10/£20; lorge plaice, £37/£39; madium, £33/£38; small, £13/£18; turbot, £82/£100; gurnard, £8; sole, £102/£110; iarge ray, £20/£23; patches £15; codling, £21.50/£22.50; medium ray £18; dogfish, £9, *per 8st. kit.*

TUESDAY, AUGUST 17

PETERHEAD

Prices: codling and cod, £1.80/£2.50; whiting, 90p/£1.40; coalfish, 80p/£1.20; monkfish, £3.10/£3.20; ling, £1.20/£1.30; catfish, £1.40/£1.70; sole, £4.50/£5.50; plaice, £1.50/£3.50; halibut, £10/£12, *per stone*, haddock, £7/£19, *per box, 17 boats, 4,668 boxes landed.*

FRASERBURGH

Prices: selected lemon sole, £5.80/£8; small selected lemon sole, £4.80/£4.80; small plaice, £3/£3.20; selected plaice, £3.80/£4; *per stone*, small haddock, £3/£13; medium haddock, £10/£15.80; large haddock, £14/£18; small codling, £10/£18; medium codling, £14/£18; cod and ereg, £17/£19; small whiting, £5.60/£10; selected whiting, £10/£13; coley, £8/£9; dogfish, £0.80/£7; monkfish, £25/£26; mackerel, £5.40, *per box, 14 boots, 800 boxes landed.*

BILLINGSGATE

ON TUESDAY 200 tons were delivered. Avoroge selling prices on marchents stslls: Salmon, English, £1.70/£2.45; Scotch, £1.70/£2.45; Irish, £1.60/£2.45; Grilse, Irish, £1/£1.40; Scotch, £1.10/£1.00; selmon trout, 85p/£1.50; roinbow trout, 65p/75p; soles, tongues, 30p/40p; slips, 50p/70p; medium 80p/£1.55; large, £1.30/£1.45; asis, 75p/80p; foreign smoked salmon, £2, *per lb;* lerge turbot, £13.30/£14; medium, £7/£8.40; small, £4.20/£4.90; large brill, £5.00/£7.70; medium £4.20/£4.90; small, £2.80/£3.50; Denish plolce, 1½lb.-2½lb., £4/£4.10; large hallbut, £9.80/£11.20; madium, £11.90/£14; smell, £5.00/£7.70; selected lemon solee, £4/£8; headless homa water cod, £4.50/£4.80; fillets, shelf cod, £5/£5.90; bulk, £5.20/£8.50; coalfish, £2.90/£3.40; heddock, £5.70/£7.50; home water haddock chets, £1.70/£2.80; klt, £2.40/£2.80; gibbara, £3.20/£3.90; jumboe, £4/£4.40; selected whiting, £2.20/£2.50; smell, £1.40/£1.80; smell English dogfish, £4.50/£5.40; large, £5.50/£7; meckerel, £1.80/£2.30; fresh harrings, £1.90/£2.10; London cured dry haddocks £8.50; dry fillets, £8; golden cutlets, £8; fillated and selected kippars £3.50/£4.80; small rokar, £1.80/£2.70; medium, £2.75/£4.10; large, £4.15/£5.80, *per stone.*

Shellfish

SELECTED lobsters, unsorted; £1.20/£1.50; crabs, over 3lb., 25p/30p; under 3lb., *15p/20p;* smoit, unsortsd, *8p/10p;* prawns, 55p/65p, per *lb.* Scotch winkles, £10.40, *per cwt.*, shrimps, brown, £1/£1.20; pink, £1.20; English cockles, £1.40/£1.50, *per gallon.* Dublin bay prawn tails, £5, *per gallon.*

Frozen fish

Jopnnose N.A. selmon, £1; Atlantic N.A. salmon, £1.30; Cmnedion hellbut, 90p; scampi, £1/£2.00; sneppers, 28p; bum snam, 43p; dace, 38p; grey mullett, 40p; barbount, 63p; wong far, 43p; *per lb.* fillets, plaice £7.50; cod, £5; haddock, £5.50; squid, £6/£7; kippers, £3.50/£4, *per stone.*

RETAIL PRICES

AVERAGE national retail prices on Tuesday, August 17, as supplied by the National Federation of Fishmongers, are: cod fillets, 69p, down 3p; haddock fillets, 72p, down 1p; coley fillets, 39p; plaice fillets, 82p, up 1p; smoked cod fillets, 78p, down 1p; meckeral, 29p; herring, 34p; kippers, 47p, up 3p; skats, 79p, up 5p; dogfish, 60p, down 1p; *per lb.* There is an oll round improvement in fish supplies this week, and retail prices will be slightly below those of last week. Haddock fillat, as the fillet, mackerel, herring, dabs and lemon soles are all in prima condition, and are tha best value in their price range.

HERRING REPORT

THURSDAY, AUGUST 12

Lerwick: five pursers, 88 tonnes; homemerket 22 tonnes et £15/£18.80, klondyking, 46 tonnes at £10/£17. Full fish, reguler in size, 220/240 per 50kg. *Stornoway:* two drifters, eight tonnes; homemarket, eight tonnes et £13/£14.30. Mixed fulls, 280/270 per 50kg. *Molloig:* one trawler, four tonnes; homemarket, four tonnes ot £9.40. Mixed in elza, 294 per 50kg. *Ayr:* five trewlers, 13 tonnas; homemarket, 13 tonnes at £12.60/£27.40. Hend selectad, 270/390 per 50kg; £11.70/£12.40. Slightly mixed in size, mozy, 260/290 per 50kg. *Seahouses:* six trawlers, 39 tonnes; homemarkst, 30 tonnes at £11.40/£11.70. Slightly mixed in siza, mozy, 260/290 per 50kg.

TUESDAY, AUGUST 17

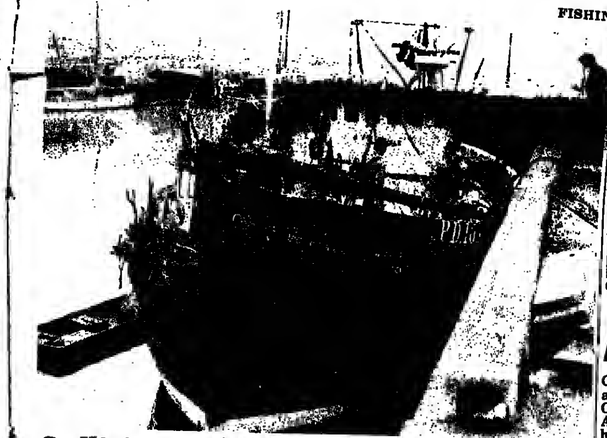
Lerwick: six pursers, 116 tonnes; homsmarkst, 21 tonnes at £10, curing, 22 tonnes at £10/£10.20, klondyking, 73 tonnas at £10/£17. Uniform to mixed in eize, 210/270 per 50kg. *Molloig:* one purser, 38 tonnes; homemarket, 38 tonnes at £10/£12.20, slightly mixed in size, 300 per 50kg. *Ayr:* six trawlers, 12 tonnes; homsmarket, 12 tonnas et £7.50/£32.80. Hand soloctad, 240/420 per 50kg. *Fraserburgh:* three pursers, 136 tonnes; homemarket, 136 tonnes ot £12/£15.90. Full fish, 260/264 per 50kg. *Eyemouth:* 10 trawlers, 50 100 tonnes; homemarket, 50 tonnes at £10/£12, klondyking, 50 tonnas at £10.90/£11.50. Slightly mixed in size, mazy, 260/300 per 50kg. *Seahouses:* four trawlers, 34 tonnes; homemarket, 34 tonnas at £10. Slightly mixed in size, mezy, 260/300 per 50kg. *North Shields:* 20 trawlers, 232 tonnes; homemarket, 232 tonnes at £10.20/£13. Slightly mixed in size, mazy, 260/300 per 50kg.

WEDNESDAY, AUGUST 18

Lerwick: five pursers, 103 tonnes; homemarket 20 tonnes at £10, curing, 21 tonnes at £10/£10.50, klondyking, 63 tonnes at £10/£10.30, small, four tonnes at £4. Mixed, 260/290 per 50kg. *Stornoway:* two drifters, one tonne, two trawlers, 19 tonnes; homemarket, 19 tonnes at £10/£22.20. Full fish, 270/290 per 50kg. *Ullapool:* five trawlers, 51 tonnes; homemarket, 51 tonnes at £12. Full fish, slightly mixed in size, 290 per 50kg. *Ayr:* six trawlers, 13 tonnes; homemarket, 10 tonnes at £18/£22.20, pet food, three tonnes at £4.50. Hand selected, 210/420 per 50kg. *Tarbert:* eight trawlers, 15 tonnes; homemarket, 11 ona tonne at £4. Hand selected, 170/464 per 50kg. *Eyemouth:* 19 trawlers, 86 tonnes; homemarket, 41 tonnes at £10.20/£11.50, klondyking, 35 tonnes at £10.80/£11.30. Regular to mixed in size, mazy, 260/300 per 50kg. *Seahouses:* four trawlers, 38 tonnes; homemarket, 38 tonnes at £10/£10.30. Regular to mixed in size, mazy, 260/300 per 50kg.

MONDAY, AUGUST 16

Eyemouth: 10 trawlers, 98 tonnes; homemarket, 93 tonnes at



Crowds queue up to view the fisheries protection vessel HMS *Soberton* at Grimsby's open day.

AN OPEN DAY TO REMEMBER!

OVER 5,000 men, women and children crowded Grimsby's fish docks on August 7 when the port held its annual open day raising £1,150 for the Royal National Mission to Deep Sea Fishermen.

The big attendance, thought to be the best for many years, served all too well to emphasise that the public is still keenly interested in their fishing industry, even though some sections are going through a very bad time.

For a few hours the organising committee, headed by Vernon Green, the director-manager of the Boston Group of Grimsby, dispelled all the gloom and transformed the North Wall with a whole series and interesting mobile exhibits.

Popular attractions were the Cosalt braiding display, Grimsby Fish Merchants' Association filleting, wet fish and sea shell stalls, film shows on fishing in Rosa House, trainee fishermen from the local Nautical School not making at the fishermen's recruitment and training stand and the lumpers' bottle stall which raised £120.

For the technically-minded, or merely the curious, Redifon, Marconi Marine and Kelvin Hughes put on displays of electronics, but as always the most appealing were the vessels open for inspection.

Thousands queued patiently in brilliant sunshine to board the freshly painted deep sea craft *Boston Boeing* and *Boston Concord*, the seiner *Suromoa* and the multi-purpose vessel *Sioux*. Further down the quay the Humber lifeboat (fully-manned in case she had to make a hasty exit) and Coastguard rescue craft were on show.

Perhaps the biggest pull came from the fisheries protection vessel HMS *Soberton*, her grey paintwork contrasting strikingly with the trawlers.

Collision shatters trawlers

UGIEVALE II (above) and *Fidelis* (right) both had bows damaged in their collision off Seahoal, Northumberland, last week. *Ugieveia II* is skippered by Arthur Buchan and she returnad to her basa at Peterhead. *Fidelis* eprang a leak and Skipper Jack Dewson and his crew menned pumps for over an hour until they reached her home port of Seahouses. The vessel was badly damaged. Skipper Dewson and crewmen, Ken Swenston, who were in the wheelhouse, both injured themselves and later received treatment. Seahousas fire brigade pumped water from *Fidelis* which grounded at the harbour entrance, than refloated. Nelson Dewson, a partner in *Fidelis*, said later: "The whelebeok ripped off".

Raised boat sails for home

A TRAWLER which had been on the seabed for a week after striking an unmarked wreck off the Irish coast set out from Roslare last week for St. Ives, Cornwall.

The 38 ft. long trawler *Hopeful* was on her way from Scotland to Cornwall when she struck the unmarked wreck. Rosslare lifeboat rescued the crew but, while towing the trawler, she sank four miles north of Rosslare lighthouse.

But 29-year-old skipper, Peter Madison, refused to admit defeat. The vessel was raised with flotation bags after a week's work by Irish diver, Orlando Hill from Cork.

She was towed to Rosslare harbour, where the hull was repaired and the engine overhauled. Then, she set out on the 140-mile trip across the Irish Sea for her home port.

Skipper Madison paid tribute to local fishermen, lifeboatmen, port officials and local people for their help.

B.U.T. Engineers (Grimsby) **Ltd**
GRIMSBY'S TOP BOATS LAST WEEK:
ROSS KIPLING
ROSS ZEBRA
ROSS PANTHER
All Used "Fearnought" Doors
Supplied by
THE TRAWL BOARD SPECIALISTS
OUR PATENT FEARNOUGHT SERIES
SUCCESSFUL THROUGHOUT THE WORLD
BUT
Member of British United Trawlers Group
Humber Bank South, Fish Docks, Grimsby
Tel: 0472/59151 ext. 139 or 3014
Telex: 527044

ALL SHELLFISH
Daily Consignments Required
R. BLOOMFIELD (Billingsgate) LTD.
127-128 BILLINGSGATE MARKET EC3
Daily Sale Accounts. Phone: 01-626 7320, 7749, 4830.
LABELS SENT ON REQUEST

Market: new talks

THE Government is prepared to have new talks with Aberdeen Harbour Board to get the port's new fish market scheme underway.

The fish market has been seriously delayed because of disagreements over details, but Hugh Brown, Scottish Office Minister, said the offer of a 60 per cent state grant for improvements remains open.

It is understood that the main disagreement is over car parking.

Norman Beattie, general manager and secretary, explained: "We have modified proposals for car parking but the Government still thinks car parking is not necessary. We think this is nonsense."

News that the Government is now prepared to start talking again is welcomed by the industry, but the outcome remains to be seen.

DIVERS ARE WARNED OFF

ANYONE found diving on the wreck of the Brixham trawler *Scaldis* is to be prosecuted. This follows complaints that vital evidence to solve the mystery of the death of her three crew could be destroyed.

The vessel vanished two years ago. Since then, only a lifebelt had been found until the discovery, three months ago, of the trawler on the seabed in 95 ft. of water west of Portland Bill.

Albert Yeats, a nurseryman whose 20-year-old son, Michael, was a deckhand on the *Scaldis*, has commissioned an underwater photographic survey by the British Sub-Aqua Club. He believes the bodies are still on board.

Clues

At his home near Exeter he said that, since the wreck had been found, unauthorised divers had been interfering with it and could destroy vital clues.

His complaints to the police, and the insurance company involved, have led to assurances of prosecution where possible.

Marigold maiden

THE NEWEST addition to Peterhead's fleet, the 80 ft. steel-hulled *Marigold*, has returned from her maiden trip with a catch of 466 boxes of white fish. The first box of jumbo haddock was sold for £30.

G. P. Duncan, the Peterhead fish merchants, bought the first box.

Marigold is skippered by Peter Duncan, who formerly worked the wooden-hulled *Fragrance*. A full report and pictures of *Marigold* will appear in *Fishing News* soon.

● The value of white fish landed and sold at Peterhead market during July was £1,144,723 compared with £688,094 in July, 1975. Dues on white fish for the month increased by £2,132 to £22,894.

Fish in colour on TV display

A TV-TYPE display unit which can be added to recording echo sounders is being introduced at the Catch '76 Scottish fisheries exhibition which opens at Aberdeen on September 15.

The Colourscope K will be shown by Marconi Marine which is sending its demonstration vehicle to the exhibition.

The display shows on a rectangular screen the seabed, the sea and fish present in different colours. Seen as a television presentation of a normal chart recording, the bottom is coloured red, the water shades upwards in light blue, plankton and other small organisms are in white, and fish very from red through yellow to white, depending on the reflective properties of different species.

This colour display can also be recorded on videotape for subsequent playback and analysis.

Sperry Marine Systems is putting in a strong presence at Catch '76 with a display including the Japanese-made Lensrel radar reflector, two radars, four echo sounders, two Loren receivers, an autopilot and a gyro-compass.

Sperry will be represented at Aberdeen by Angus McDonald, its sales liaison engineer for Scotland.

Wesmar Marine Electronics, the sonar specialists from Seattle, USA, is to show a range of sonars.

CHANGES IN White Fish Authority and Herring Industry Board interest rates were made on July 31.

The new rates of interest are, for vessels under 80ft. and new engines, five years, 12½ per cent; five to 10 years, 13 per cent; 10 to 15 years, 14½ per cent; over 15 years, 14½ per cent.

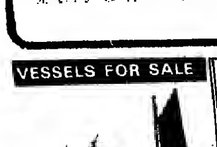
For processing plants, up to five years, 14½ per cent; five to 10 years, 14½ per cent; 15 to 20 years, 15½ per cent.

Official and Classified ADVERTISEMENTS

Tel: 01-248 4161 Telex: 21977 Sysmaga

All classifications: 9p per word, minimum charge £1.50.
Six or more insertions at 8p per word, minimum charge £1.50.
Box number 50p extra. Photographs £2.50 extra.
Semi-display: £5.00 s.c.i. Six or more insertions at £4.50.
All adverts under 7 insertions MUST BE PREPAID.
Telephone by noon MONDAY or write:
Classified Advt. Dept., Fishing News, 110 Fleet Street, London EC4A 2JL.

VESSELS FOR SALE



MFV "Bounty" (PZ.6), 25.5ft. x 6.5ft. x 3ft., carvel built. Persons 24hp, very little work since overhaul. Perkins mech. G.B., forward wheelhouse, Sevoice VHF., mizzen, pot hauler, all electrics, boat just surveyed. Further enquiries Crompton, Chy-An-Hes, Hea Corner, Heamoor, Penzance, Cornwall.

Dixon built 30ft. x 9ft. 6in. x 3ft. 6in., forward wheelhouse, Lister 36bh VHF, pitch pine carvel, £3,500 o.n.o. Telephone: Penryn 73177.

FOR SALE or part exchange new steel Dutch built fishing cruiser/survey vessel, 34ft. x 11ft. 7in. x 4ft. 9in., forward wheelhouse, new 110hp diesel (under 150 hours), 240 galls. fuel, 70 gallons water, Simrad sounder, Decca super 050 radar, Divers ladder, sophisticated engine room gives quiet smooth and economic performance. Ketch rig must in tabernacle, cost £12,000 would sell or exchange 24ft./28ft. fast potter or similar smaller craft. All offers considered, lying Crinan, Scotland. Details Hamilton & Co., High Street, Staplehurst, Tonbridge, Kent. Telephone 0580 892233.

MFV "FORETHOUGH" (BF.284) Built of wood by John Watt & Sons at Banff 1962. Overall length 38 ft., beam 12 ft., draft 8.5ft., net and gross tonnage 19.77 tons. Gardner fresh water cooled 150hp engine, overhauled September '74, new injectors and general service March 1975. 24 volt alternator, accommodation for three forward, new gas cooker 1975, heating system gas October 1975. VHF radio and Kelvin Hughes 14/962 echo sounder. New hydraulic gearing October 1975, new starter motor November 1975, new drift lights and mizzen October 1975. This vessel has been completely re-modernised for drift netting and long lining.
Fish room parked out, net roller and pound boards fitted. Fuel capacity 1,000 gallons per hour.
All enquiries and offers to: B. C. Wills, 108 Sixth Avenue West, Quay Vennels, Aberdeen. 4712.

FOR Sale by private bargain the prawner/trawler "Kalahari" (UL.52). Wood carvel built by Anderson's Boatyard, Stromness in 1971. Registered length 38ft., length overall 36ft., breadth 12.5ft., depth 4ft., engine 75hp Volvo Penta, heavy duty 3:1 reduction gearbox with towing propeller, Mecklet and Weed hydraulic pot hauler, split drum one ton hydraulic winch. On hire Simrad Partner echo sounder. Boat's property Sailor radio telephone, one fourman liferaft. Vessel and machinery have been well maintained throughout and new liners and pistons have just been fitted to engine. Will be sold with trawl gear consisting of one 400 Cosalt prawn trawl, one bobbin trawl, doors and warps. A vessel under 25 tons would be considered in part exchange. Vessel is meantime fishing from Lochinver where inspection may be arranged with the owner W. M. Hutchinson, 11 Inverkirkaig, by Lochinver, telephone: Lochinver 362.

LOCHIN 88, built 1975, Parkins 0354, two baths, electric winch, Seasoftie toilet, used part time only, first class condition throughout. Telephone: Ryde 64802.

FOR SALE by private treaty Tenders are invited for the m.f.v.

"NEPTUNE"

at Ramsgate RI 38 as laid at Scarborough. Length 84ft. ORT 38 62. Built Oslund 1966. The reconditioned engine requires attention for an overheating defect which has cracked both cylinder heads. The vessel is also in need of a refit if for fishing but she hull would suit other usages.
Offers over £9,000 invited to Messrs. Sanderson, Keys & Martin, 17/19 Parliament Street, Hull HU1 2EH. (Tel. 0482-24862).

38ft. M/Launch "Shepherd Lass" new March 1976, archangel red on oak frames timbers, 50hp Petter air cooled automatic gearbox, morse controls steering, Ferrograph 240 sounder, ship shore radio. Forward wheelhouse and cabin, large well deck, seats, lockers, ideal workboat, passenger, light cargo, etc., as new throughout. 40ft. "Shepherd Lad," 40hp Lister Blackstone, dual controls, present fishing Great Yarmouth, forward wheelhouse, cabin, s/s, radio, 240 Ferrograph sounder. Would sell or exchange either boat for a larger decked in boat owing to owner due retirement and change of policy. Offers to P. S. Field, Minus Ono, Shrublands Way, Gorleston, Gt. Yarmouth. Telephone Great Yannouth 63468 evenings 6-8 p.m.

WOODEN MFV 1954, 76ft. x 20ft. x 6ft., reconditioned 326hp Caterpillar makers guarantee 12 months, rigged for side trawling, boats property radar, sounder and radios, speed 12 knots, make island conversion, £15,000. Telephone: Lowestoft 69643 or 3692.

28ft. decked fishing boat, aft wheelhouse, pot winch, hydraulic net hauler, line hauler, if required echo sounder, electric bilge pump, reconditioned Petter (1976) without mst hauler £2,650. Telephone: Jersey Central 33496. After 6.30 p.m.

NEW 18ft. Nelson GRP launch, inward cabin, aft cockpit, suitable angling/workboat, two cylinder Volvo diesel, electric start, tiller steering, price £2,505. New 23ft. GRP Colvic fisherman, forward cabin, enclosed wheelhouse, two berth, cooker, morse controls/steering, suitable angling/workboat, two cylinder Lister water cooled diesel 2:1 reduction, electric start, price £3,650. New trawl winches, suitable fishing boats 40/45ft. 2:1 reduction, 1½in. shaft, two wire drums, warping dolly. Robust winches, price £625. New various size weeding rakes, price on application. Johnson, Sons & Jago, Leigh-On-Sea, Essex. Telephone: 0702 716619.

FOR SALE BY PRIVATE TREATY
M.B. 'ROSEBLOOM' INS. 94

Built of Wood by Herd & McKenzie, Buckie 1966.
Caterpillar D343 Engine 325 H.P. reconditioned 1975.
Hydraulic Steering Fitted.
Sutherland Hydraulic winch (new 1970).
Carron Power Winch 20", Decca Simrad Echosounder; Decca Simrad Fishfinder.
all ship's property.
Vessel fitted with robe line 1973.
Decca Navigator MK21; Decca Plotter 350; Kelvin Hughes Sector R/Fax; Kelvin Hughes Foreland VAH; Kelvin Hughes Radar 17-36 miles with ORM; all on hire.
Quantity of fishing gear to be included in sale.
Overall length 72.4 ft; Registered length 69.7 ft; Breadth 20.4 ft; Depth 9.6 ft; Tonnage 63.91.
Vessel available for inspection at Lossiemouth from 1st September 1976.
All enquiries and offers to:
ARTHUR DUTHIE & CO. LTD., 1 SHORE STREET, LOSSIEMOUTH
Telephone 0343 81 2076

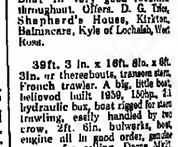
NETTING Dory, 18ft. x 6ft. 6in. launched May 1976, 6.5hp longshaft Mercury 1972, rocounted through trunk, giving clear working transome stern for streaming nets at speed, double bottom water tight floor, self draining through trunk, all timber construction with gear, any trial or exchange neglected larger boat, £900. Cook (Boatbuilder), 5 Fiardeen Road, Highbridge, Somerset.

MB "INTEGRITY" (LN00), built Miller, St. Monance 1947, length 52ft., breadth 17.5ft., depth 8.6ft., Gardner 6L3 114hp., Fifar four speed trawl winch, Kelvin Hughes type 17, radar, MS sounder, Mk 5 fish lupo, VHF., Woodsons radio all vessels property. Apply Mr. Halliday, telephone: Downham Market 2380.

32ft. registered inshore MFV eliuker built, forward wheelhouse, two bunks, cooker, 65hp Ford engine, echo sounder, completely revitred, refitted, re-engined 1976. Boat in very good condition throughout. Offers. D. G. Tice, Shepherd's House, Kintyre, Balmacara, Kyle of Lochalsh, Ross-Shire.

39ft. 3 in. x 16ft. 8in. x 8ft. 3in. or thereabouts, transom stern, French trawler. A big, little but believed built 1959, 150hp. 2:1 hydraulic box, boat rigged for side trawling, easily handled by two crew. 2ft. 6in. bulwarks, box engine all in good order, sacrifice reason for selling. Decca MK. 21,750 or VNO. Telephone: Hull 54783 day or 53265 evenings.

MFV "BABIECA" (New Fishing Vessel completed May 1976)



33.5ft. x 11.7ft. x 4.75ft., Ford 60 116hp 2:1 reduction PRM, Vessel hydraulic steering, PNP Dutr power bollard, Decca Super 060 radar.
Reason for sale owner retiring.
Price quick sale £12,500
For details and inspection contact:
Viking Marine International, Plain Road, Folkestone, Kent. Tel. 57137.

FOR SALE
DIESEL ENGINED SIDE TRAWLERS

"JUDAEAN", "OLIVEAN", "PHILADELPHIAN", "PRISCILLIAN", "RHODESIAN" "SAMARIAN", "THESSALONIAN", "TIBERIAN"

The above vessels, of around 120 ft. registered length, are offered for sale as they lie afloat in Grimsby Docks.
"Olivean", "Philadelphian" and "Thessalonian" have been laid up and require work to put them into a sea-going fishing condition. The remaining vessels have recently returned from sea and are in sea-going condition.
The vessels can be inspected by arrangement with the White Fish Authority, Womersley Road, Fish Docks, Grimsby (telephone 0472-53395) and specifications and inventories can be obtained on request.
Offers which can be for any number of the vessels should be submitted to The Secretary, White Fish Authority, Sea Fisheries House, 10 Young Street, Edinburgh EH2 4JQ (Tel: 031-225 2515). The closing date for offers is 30th September, 1976 but this date may be extended at the Authority's discretion.

FISHING VESSEL
"PILOT ME"

Length o.a. 59ft., registered 47.8ft.
Breadth 16.1ft.
Depth 7.1ft., Registered tonnage 24.59
Built in 1946 new enlnge 110hp Gardner 1972 when vessel was completely renovated, Dual purpose Master winch and Lowe power block. Quantity of gear available with vessel.
Electronics boat's property: Sesscan radar, Sailor R/T.
On hire: Decca Navigator Mk21, Kelvin Hughes VHF., Elac Sounder.
Enquiries and offers to:
John Brown & Sons (Aberdeen) Ltd., 29 Kirk Brae, Fraserburgh. Telephone 2112 or J. R. Duthie, 3 Rhine Street, Rosehearty. Telephone 664.

INVITATION TO TENDER
Fishing Vessels

You are invited to tender for one or more of the following fishing vessels:

865 Bunn 128ft. steel stern trawler
Olif Grandeur 128ft. steel stern trawler
Howe Bay 61ft. steel stern trawler
Vair 84ft. wood longliner/gillnetter
Jane R. 99ft. wood longliner/gillnetter
Louise R. 99ft. wood longliner/carrier with R.S.W. fish hold
Gusty Bob 53ft. wood longliner/carrier

"Gulf Gunn" and "Howe Bay" are available for inspection at North Sydney, N.S. The remaining vessels are available for inspection at Riverport, N.S. Prior arrangements should be made for visits to coincide with time of landing.
Particulars of the above vessels may be obtained by contacting Lome Harris or Peter Matthews at the address listed below.
The owners reserve the right not to accept any tender.
Preference will be given to tenders for the stern trawlers which intend to exclude the Otter Trawl Fishing Licence.

Tenders should be submitted in writing before 3.00 p.m. A.D.T. 30th September, 1976, to the undersigned.

H. B. Nickerson & Sons Ltd.
P.O Box 130
North Sydney, N.S.
Tel. No. 902-794-7281
Telex No. 016-21524

Attention Peter Matthews

FOR SALE BY PRIVATE BARGAIN (SUBJECT TO W.F.A. APPROVAL)
M.B. "ANTARES" PD 191

Built to YS 55 Design at Rowhedge in 1964. The vessel is of HI steel welded construction.
The principle dimensions are as follows: O.L. 61.5ft. B.L. 11.2ft. D. 5.7ft. H. 12ft. Gross Tonnage 100.81. Registered Tonnage 69.00
Mirrlees Blackstone main engine developing 220 B.H.P. at 750 R.P.M. driving a Lissen type reduction gear and variable pitch propeller in a fixed Kort Nozzle. Two Build auxiliary sets Frank Mohn hydraulic gearbox and clutch driving a Lucas main hydraulic pump off fore-end of main engine. Tenfjord hand and power electric hydraulic steering gear. Robertson 750 fairlown travel winch. Robertson 3 ton selns winch. Rapp Duplex net winch and transport roller. Rapp boom swinger and anchor windlass. Hydraulic controls etc. are installed for future possible installation of a net drum.
The vessel is fully rigged for seine net fishing and both herring and white fish trawl. Two gallows frames on starboard side and gallows gantry on aft portside deckhouse. The deckhouse having been extended outboard to provide bulwark over full length of main deckhouse casing. Fishroom is fully lined and insulated in Solafoam linings. This excellent vessel is fitted with all modern navigational and fishing aids and will be sold with a large quantity of fishing gear, including three herring pair trawls, two 600 Lofnom ½" wires, trawl doors and two white fish bottom trawls.
The vessel may be inspected in Peterhead Harbour by arrangement with Caley Fisheries Group Ltd., 11 Harbour Street, Peterhead. Telephone No. Peterhead 2414 with whom offers should be lodged.

fishing news
LUDGATE HOUSE, 110 FLEET STREET
LONDON, EC4A 2JL
Registered No. 521290 England

Classified Advertisement Order Form

Please insert the following advertisement in the next issue the following dates
..... *Ch/P.O./Cash enclosed*

NAME .....
Address .....
Signature .....
Block letters please

All classifications 8p per word. Minimum charge £1.50. Six or more insertions at 8p per word. Box number: 50p extra. Photographs £2.50 extra.

Official and Classified ADVERTISEMENTS

Continued from page 14

VESSELS FOR SALE

GALVANISED steel built well-decked fishing boat, 26ft. x 8ft. 3in. x 3ft., built 1966, new BLMC Captain 40hp engine, Seafarer, wheelhouse, echo sounder, dual controls, line hauler. Loving Newhaven, Edinburgh. To view telephone: 031-333 3109.

TRAWLER 55ft., oak on oak, French built 1960, beam 20ft., draft 9ft. 6in., gross tonnage 30.27, motor Baudouin dH.D. 200 SHD motor completely rebuilt 1973, new deck, new trawl winch new steel wheelhouse all 1973. Ships property Cap radio Cap DF two on 82 watch and auto alarm, Atlas radar, Atlas sounder, Seavoice VHF, ten man inflatable dinghy. On hire Decca 21 plus 250T plotter. Price £16,000. Telephone: Guernsey (0481) 25986.

MV "Prince Igor" 1HL01. Built 1958, oak on oak, engine 114hp Gardner 3:1 reduction, length 56ft. breadth 17.5ft. depth 7.5ft., equipment consists of Decca radar 101, Watchkeeper receiver boats property. Decca Navigator Sinrad sounder and Sailor T121 on hire. All enquiries and offers to Associated Fisheries (Scotland) Ltd., 10 Clifford Fort, Fish Quay, North Shields, telephone North Shields 7295/4, after hours Whitley Bay 51598.

TRAWLER "Royale" built 1961, inch on oak, 45ft. x 10ft. 6in. x 7ft. 6in. Gardner engine 110hp., accommodation aft. Pye VHF., Granheim sounder, Decca 12, perfect condition. At present crabbing, surveyed 1975. 24 large quantity trawling gear. Telephone: Guernsey 64633.

MFV built 1968 by Frost & Drake. Registered length 37ft. x 12ft. x 4ft., gross tonnage 11.84, iroko hull carvel, 58hp Gardner engine, Tollesbury winch, echo sounder, radio transceiver, Decca on hire, Otter trawls, trawl etc. Fitted out for scallopping, ideal for potting. £10,000. Telephone: Pett 3513 evenings.

30ft. x 10.5ft. x 4.5ft., larch on oak, 1934, two berth accommodation forward, aft wheelhouse, fully decked 1972, Perkins 4.236, 84hp fitted 1973, intermediate shaft and bearings fitted 1976, half ton trawl winch and gantry, Ferrograph echo sounder, Seavoice VHF, Avon dinghy, all LPI gear, used trawling, dredging, creels, sea angling. £5,000. Telephone: St. Margarets Hope 291 (Orkney).

"EVENING STAR" (AH.75), 36hp Gardner, 3:1 reduction, 49.8ft. x 10ft. x 7ft. approximately. Boats property Power block, rope bins, Sutherland winch, Beccles collar, radio, sounder and Minch receiver. On hire Navigator. Apply Arbroath Fishermens Association, telephone: Arbroath 3133.

GREEN VALLEY (N.20)

Built of wood by Herd & MacKenzie, Buckie in 1969. Length 76ft. x 21ft. beam, 10ft. draught. Engine CAT "D398" 425 HP.
Electronics auxiliary, hydraulic steering with Kelvin Hughes auto pilot, Norkov Lerssen combined hydraulic seine and trawl winch. Rapp power block. Electronics include Simrad sonar and sonascope, Simrad KH sounder, Kelvin Hughes Kingfisher fishlupe, Decca radar 202, R/T and two VHF all ship's property. Decca Navigator and plotter on hire.
The vessel is fitted for seine net fishing, trawl and pair trawling.

GREEN PASTURES II

Built of wood in 1965 by Herd & MacKenzie, Buckie. Length 68.7ft., beam 22ft., draught 10ft., engine Cat 398 385hp Gardner aux. Three drum trawl winch by Andrew Jensen and Carron power block. Electronics include Simrad KH and Kelvin Hughes MS29 sounder Mk V Kelvin Hughes fishlupe, Decca 202 radar, R/T and VHF. Kelvin Hughes autopilot all ship's property. Decca Navigator and plotter on hire. Tenfjord hydraulic steering.
These two vessels are family owned and both have been well maintained for herring and are presently engaged in the manx fishing. Delivery date end of September. Only reason for sale—being replaced by two larger steel vessels by same builders.

Further details from Victor Chambers, Kilkeeran Bay Strangford, Annalong, Co. Down, Ireland. Telephone: 041-Down 74146.

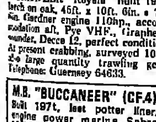
"North Star II." (FY.248). Versatility built 1973, 31ft. x 10ft. x 3ft. 6in. draft, 60hp 4LK Gardner, PRM 2:1 reduction gearbox, boat decked with forward wheelhouse, mizzen mast and sail, one way scuppers, two berth, flushing toilet, gas cooker with oven, Atlas 240 sounder, Seavoice VHF, no hired equipment. Heavy duty morse steering, fuel capacity 70 gallons, gas detection system, stainless steel shaft, boat rigged for stern trawling 70 with Morris one ton hydraulic winch and galvanised stern gantry, 15ft. 6in. deck space. £7,000 price will increase depending on gear purchased with boat. Enquiries Mr. G. T. Cairns, Woorthlins Cottage, Shutta, East Looe, Cornwall.

VERSATILITY 25, Thornycroft 50 engine, built 1974, PNP hauler, Ferrograph, two berth forward, sink, stern gantry, ideal for long lining, trawling and oyster dredging. Gear available trawls, dredgers, lines and pots. WFA grant and loan transferable. Telephone: Ryde 64867. (IOW).

32ft. x 10ft. x 3ft.6in., Ford 4D 60hp diesel with Borg Warner hydraulic 2:1 reduction gearbox, engine top overhauled 1976, aft wheelhouse, mizzen, full navigation and deck lights, Jabsco bilge pump and deckwash pump, spare st. steel prop shaft, PNP Dunr hydraulic pot and line hauler. Boat's property Seasonic chart and depth recorder with white line. On hire Seavoice VHF. Expressly strong built vessel and sound, price £4,100. Telephone: Berwick-on-Tweed 7775 after 6 p.m.

DUTCH steel beam trawler, rigged for stern trawling with net drum, 73ft. x 19ft. x 10ft., 44 tons, four cylinder Kromhout 240hp 750rpm., 2:1 hydraulic gearbox, radar, automatic pilot, VHF main radio and sounder ships property. Auxiliary 110 volts plus 24 main engine, 110 and 24 large insulated fish room, accommodation aft five berths, complete with all beam and otter trawling gear, powerful towing ship for H.P., open to survey and fishing trials. £26,500. Telephone: Lowestoft 69643 or 3692.

1958 DUTCH beam trawler, 74ft. 9in. x 18ft. 4in. x 9ft. 4in., steel construction, approx 69 gross tons, with 1967 (overhauled 1971) five-cylinder Kromhout diesel engine type FD40, 336hhp, Brown gearbox, reduction 2.5:1, six berths, aft wheelhouse, fish hold approx 16 tons, Kelvin Hughes radar, Becker radio telephone, two echo sounders, offers around £30,000. Telephone: 01 568 3321. Mr. Lea.



"SERENE" 25ft.6in. x 10ft. clinker lobster boat, fully decked, built 1968, Lister SR3, Simrad echo sounder, offers around £3,500. Also new Lister SR3 £650. Telephone: Gardenstown 413 evenings.

48ft. MFV built 1952, oak on oak, fitted side or stern trawling with all gear. Ships property includes Decca 050 radar, VHF, two MCS radio and Kelvin Hughes MS32. Decca Mk21 and liferaft on hire. For fuller details Box No. 262.

20ft. angling creel boat, two years old, Sabb diesel, sounder, Perkins P four 108 reverse engine shaft propeller. Hobart Wallace, 36 Household Terrace, South Park, Nairn, Scotland.

MFV "Rock of Ages" (SK7), 30ft x 10ft x 3ft, six cylinder Lister FRM, new wheelhouse, shaft and propeller 1975. Kodin echo sounder on hire. Enquiries David Shiel, 7 Beach Croft, Saxhouses, Northumberland, telephone: Seahouses 720776.

VERSATILITY heavy duty hull MFV "Blueboy", Bredar 30ft. x 11ft. x 4.6ft., 80hp Thornycroft, 250 gallon diesel 1.25 gallon freshwater tanks, morse steering, Sumlog Sailor receiver, openboat fishrooms below decks, 500 stone linehauler, mizzen, landing boom, canopy, forward berths, all brass fittings. Decca Mk21 on hire. MS39 sounder ships property. Tel: Penzance 5680 evenings.

FOR SALE MFV "Fortuna" (AH. 153). 43ft. x 13.8ft. x 5ft., 66hp Kelvin engine, Kelvin Hughes echo sounder, Woodson clipper radio, Fifar winch and roller, all in good condition. Apply, Smith telephone Arbroath 4255.

MFV "John Patrick". Length 38.6ft. x 12.4ft. x 4ft. deep, 10.84 gross tonnage, built 1958, six cylinder Ford diesel completely overhauled, trawl winch, Decca 505 radar, echo sounder, R/T and VHF, offers to Cordium Shellfish, telephone: Whitstable 275470.

38ft. x 9ft. x 5ft., Mearns 1966, clinker built fishing work boat, new 84hp BMC diesel, 2:1 prm gearbox, Brit pot hauler, new Seasonic echo sounder, forward ducky, price £5,000. Telephone: Bridport 22477.

EXCELLENT SCANDINAVIAN and GERMAN TRAWLERS
for full information contact
HANS ROBERT JOEL
Tofteveien 6
5441 Korup, Danmark
dial direct 01045/95400

NEW 32ft. x 12ft. fishing vessel, forward wheelhouse, 120hp Ford diesel engine, heavy carvel construction in iroko and oak frames at 2ft.6in. centre, interspaced with American red oak ribs, 16ft. oak engine beds, large flush deck, full 6ft.3in. head room in wheelhouse, ideal mackerel or angling as she stands. Laying south coast, £7,650. Delivery and finance can be arranged. 101 Corsham Road, Whitley, Melksham, telephone: Melksham 704001.

"Girl Carol" 1971, 35ft. 6in. x 12ft. 6in. x 4ft., iroko on oak, teak decks, 108BHP Thornycroft with self change 3:1 reduction, Simrad sounder, Sailor S.W. radio, Seawinch pot hauler with sell hauler, forward quarters, large fish room with waterlight bulkheads, engine room aft. Sailor VHF and Kodan radar on hire, but will transfer. £12,600. Telephone: Newquay 4191.

1850 French built crabber DB5, engine recent works overhaul, new Doutz winch engine just dry docked and surveyed, 5 ton wet hold, new Decca 101 radar, Kodan sounder and Woodsons clipper R/T all ship's property. £9,500 ono. Telephone: 061 377 0515.

"BOY CAMERON" BA.201. 39.9ft. x 15ft. x 6.8ft., built Weatherhead, Dunbar 1974, 150hp Kelvin, 3:1 reduction, Fifar hydraulic winch, gallows aft., Wills Ridley hydraulic steering, Sailor wireless, Decca 101 radar, Kelvin Hughes sounder all boat's property. Decca Mk21 on hire. Sale subject to WFA approval. Telephone: Gorleston 278.

MB "EVELYN" (KS85), built Hertard Bros, Arbroath 1965. Overall length 53ft., breadth 17.6ft., under 25 tons, 6LXB Gardner, Maestro winch, 12in. Carron power block installed June 1976, Woodsons clipper R/T., Kelvin Hughes sounder, Kelvin Hughes fish lupe, six man liferaft boats property. Decca Mk21, Kelvin Hughes Foreland VHF on hire. Vessel currently fishing. Write or telephone Sinclair, 20 Graham Place, Stromness, telephone Stromness 440.

TRAWLER 34ft. x 13ft. x 4ft. transom stern, elm on oak, 50hp diesel, 3 cylinder 3:1 reduction engine 3 years old, winch, £3,000. Telephone: Feversham 2311.

1P26 9ft. x 2ft.6in., professional fisherman built 1973, aft wheelhouse, Lister SR3 22hp 2:1 reduction, air cooled, wireless, sounder, toilet. Telephone: Fleetwood 3673.

NEW 18ft. Plymouth Pilot, 6hp diesel, 2:1 reduction, large clear working area, separate bilge pumping, etc., fitted out to highest standards. Telephone: Porthleven 370 for details, £1,875.

1969, 75ft. x 20ft. x 9ft., steel beam trawler, under 50 tons, 300hp. Deutz and auxiliary servo hydraulic steering, net drum mid water trawl headline transducer, radar, two VHF R/T, sounder all ship's property, £32,500. Leslie Cunnington, Brixham 08045 3200.

"MIRAKEL" (FD.175), 50ft. o.a., Gardner 6LX 8:1 Twin Disc gearbox, new wheelhouse, deckhouse, propeller, gearbox and shaft 1974. Decca Mk5 on hire. Sailor Receiver and VHF boats property. Fishing Fleetwood, offers, telephone Fleetwood 4604.

TRAWLER 65ft., 40 tons, built Norway 1954, 150hp fitted 1970, VP propeller, hydraulic steering, hydraulic trawl winch, cargo winch, hire hauler, radar, radios, sounder boats property. Exceptionally sound. Telephone Perlisia 29674.

45ft stern Trawler larch on oak, 20 months old, 230 Gardner, all electric, WFA loan and grant transferable. Box No. 279.

STORM damaged Morecambe Bay prawner, 30ft., work required to hull and topsides, £20. Enquiries telephone: Hest Bank 822878 (Lancs).

86ft. Trawler or motor/sailer, hull only, GRP Lloyds specification, new, available October, finance arranged, £3,900. Norman Cruisers, Shaw, Lancs. Telephone: Shaw 42931.

40ft. Yorkshire coble, Perkins 4.203, fishing Bridlington, DTI certificate 86 passengers, very good condition, £4,000 ono. Telephone: STT 026282 891 after 7 pm.

SECONDHAND fishing vessel for sale in France from 56ft., all types. Information on request A. Trilly BP7 56182 Pennmarch, France.

31ft. GRP hull Chaverton, 18.5hp Petter diesel, forward shelter, Seafarer M.III echo sounder, £1,600. The Sandbanks Yacht Co. Ltd., Telephone: Canford Cliffs 707800.

GULLIVER MT.48, 19ft. angling/fishing boat, 3.2 BMC propulsion diesel, forward wheelhouse, cost £8,000 (£4,000 already spent), Marquis, 12ft. ono. Twenmouth Boats or Whitehaven 61156.

28ft 6in. x 8ft. 6in. x 2ft. 6in., heavily built 1964 Collins, Lone, forward wheelhouse, Kelvin P4 diesel, VHF sounder, hauler, mizzen, VGC ideal trawling, potting, mackerel, £3,850. Telephone: Newquay 5560.

NORWEGIAN fishing trawlers cargo vessels. 48ft. to 100ft., various engines, various prices, starting at £5,000. Telephone: Folkestone (0303) 54477.

47ft. Lawler "Robert Barge" 1968, radar, DSB, VHF, 180hp Baudouin. Telephone: Milford on Sea 2341. New Milton 61106. Write Mrs. Perkins, 59 Carrington Lane, Milford on Sea, Lymington, Hants.

36ft. x 11ft.6in. x 4ft.6in. stern trawler, built 1973, complete refit March 1976, 124hp Leyland 2:1 reduction with nozzle, 850 gallon diesel, two ton winch, offshore 500, echo sounder, VHF, Decca, etc. Price £9,750. Telephone: Thanet (0843) 563138.

FOR SALE BY PRIVATE GARDAIN
M.B. "CHRISTELLA" (FR. 98)

Length registered 64ft., overall 70.3ft., breadth 19.6ft., depth 8.8ft., tonnage gross and net 46.67, built by W. Noble & Co., Fraserburgh. Fitted with Valve 320hp engine and Perkins 50hp auxiliary 1972.
New deckhouse and whelsback 1970, Rapp power block, Tenfjord steering, Sutherland six speed seine net winch and collar.
Elac fishlupe, Dauntless spread trawl winch, Redfern 10 R/T., Dimar 12 channel VHF, Decca 202 radar boats property.
Decca Navigator, Furuno echo sounder with bottom lock on hire.
Quantity of seine net gear and spread trawl gear to go with vessel.
Meantime fishing from Fraserburgh where inspection may be carried out on application to:
Geo. Walker & Sons (FR) Ltd., 119 Shore Street, Fraserburgh with whom offers should be lodged. Telephone 3211.

TRAWLER 34ft. x 13ft. x 4ft. transom stern, elm on oak, 50hp diesel, 3 cylinder 3:1 reduction engine 3 years old, winch, £3,000. Telephone: Feversham 2311.

1P26 9ft. x 2ft.6in., professional fisherman built 1973, aft wheelhouse, Lister SR3 22hp 2:1 reduction, air cooled, wireless, sounder, toilet. Telephone: Fleetwood 3673.

NEW 18ft. Plymouth Pilot, 6hp diesel, 2:1 reduction, large clear working area, separate bilge pumping, etc., fitted out to highest standards. Telephone: Porthleven 370 for details, £1,875.

1969, 75ft. x 20ft. x 9ft., steel beam trawler, under 50 tons, 300hp. Deutz and auxiliary servo hydraulic steering, net drum mid water trawl headline transducer, radar, two VHF R/T, sounder all ship's property, £32,500. Leslie Cunnington, Brixham 08045 3200.

"MIRAKEL" (FD.175), 50ft. o.a., Gardner 6LX 8:1 Twin Disc gearbox, new wheelhouse, deckhouse, propeller, gearbox and shaft 1974. Decca Mk5 on hire. Sailor Receiver and VHF boats property. Fishing Fleetwood, offers, telephone Fleetwood 4604.

TRAWLER 65ft., 40 tons, built Norway 1954, 150hp fitted 1970, VP propeller, hydraulic steering, hydraulic trawl winch, cargo winch, hire hauler, radar, radios, sounder boats property. Exceptionally sound. Telephone Perlisia 29674.

45ft stern Trawler larch on oak, 20 months old, 230 Gardner, all electric, WFA loan and grant transferable. Box No. 279.

STORM damaged Morecambe Bay prawner, 30ft., work required to hull and topsides, £20. Enquiries telephone: Hest Bank 822878 (Lancs).

86ft. Trawler or motor/sailer, hull only, GRP Lloyds specification, new, available October, finance arranged, £3,900. Norman Cruisers, Shaw, Lancs. Telephone: Shaw 42931.

40ft. Yorkshire coble, Perkins 4.203, fishing Bridlington, DTI certificate 86 passengers, very good condition, £4,000 ono. Telephone: STT 026282 891 after 7 pm.

SECONDHAND fishing vessel for sale in France from 56ft., all types. Information on request A. Trilly BP7 56182 Pennmarch, France.

31ft. GRP hull Chaverton, 18.5hp Petter diesel, forward shelter, Seafarer M.III echo sounder, £1,600. The Sandbanks Yacht Co. Ltd., Telephone: Canford Cliffs 707800.

FOR SALE

WINCH by John H. Wilson & Co. Ltd. Motherwell, as new, 50 tons pull, 1000 fathoms, right for trawling, pair trawl, purse seining, etc. Offers invited. Telephone 0324-25 3555.

AVAILABLE ex dock, sailor 30 channel VHF, sailor switchboard, 12 volts, 24 volts, 240 volts, 1 kw, 2 kw, 3 kw, 5 kw, 10 kw, 20 kw, 30 kw, 50 kw, 100 kw, 200 kw, 500 kw, 1000 kw, 2000 kw, 5000 kw, 10000 kw, 20000 kw, 50000 kw, 100000 kw, 200000 kw, 500000 kw, 1000000 kw, 2000000 kw, 5000000 kw, 10000000 kw, 20000000 kw, 50000000 kw, 100000000 kw, 200000000 kw, 500000000 kw, 1000000000 kw, 2000000000 kw, 5000000000 kw, 10000000000 kw, 20000000000 kw, 50000000000 kw, 100000000000 kw, 200000000000 kw, 500000000000 kw, 1000000000000 kw, 2000000000000 kw, 5000000000000 kw, 10000000000000 kw, 20000000000000 kw, 50000000000000 kw, 100000000000000 kw, 200000000000000 kw, 500000000000000 kw, 1000000000000000 kw, 2000000000000000 kw, 5000000000000000 kw, 10000000000000000 kw, 20000000000000000 kw, 50000000000000000 kw, 100000000000000000 kw, 200000000000000000 kw, 500000000000000000 kw, 1000000000000000000 kw, 2000000000000000000 kw, 5000000000000000000 kw, 10000000000000000000 kw, 20000000000000000000 kw, 50000000000000000000 kw, 100000000000000000000 kw, 200000000000000000000 kw, 500000000000000000000 kw, 1000000000000000000000 kw, 2000000000000000000000 kw, 5000000000000000000000 kw, 10000000000000000000000 kw, 20000000000000000000000 kw, 50000000000000000000000 kw, 100000000000000000000000 kw, 200000000000000000000000 kw, 500000000000000000000000 kw, 1000000000000000000000000 kw, 2000000000000000000000000 kw, 5000000000000000000000000 kw, 10000000000000000000000000 kw, 20000000000000000000000000 kw, 50000000000000000000000000 kw, 100000000000000000000000000 kw, 200000000000000000000000000 kw, 500000000000000000000000000 kw, 1000000000000000000000000000 kw, 2000000000000000000000000000 kw, 5000000000000000000000000000 kw, 10000000000000000000000000000 kw, 20000000000000000000000000000 kw, 50000000000000000000000000000 kw, 100000000000000000000000000000 kw, 200000000000000000000000000000 kw, 500000000000000000000000000000 kw, 1000000000000000000000000000000 kw, 2000000000000000000000000000000 kw, 5000000000000000000000000000000 kw, 10000000000000000000000000000000 kw, 20000000000000000000000000000000 kw, 50000000000000000000000000000000 kw, 100000000000000000000000000000000 kw, 200000000000000000000000000000000 kw, 500000000000000000000000000000000 kw, 1000000000000000000000000000000000 kw, 2000000000000000000000000000000000 kw, 5000000000000000000000000000000000 kw, 10000000000000000000000000000000000 kw, 20000000000000000000000000000000000 kw, 50000000000000000000000000000000000 kw, 100000000000000000000000000000000000 kw, 200000000000000000000000000000000000 kw, 500000000000000000000000000000000000 kw, 1000000000000000000000000000000000000 kw, 2000000000000000000000000000000000000 kw, 5000000000000000000000000000000000000 kw, 10000000000000000000000000000000000000 kw, 20000000000000000000000000000000000000 kw, 50000000000000000000000000000000000000 kw, 100000000000000000000000000000000000000 kw, 200000000000000000000000000000000000000 kw, 500000000000000000000000000000000000000 kw, 1000000000000000000000000000000000000000 kw, 2000000000000000000000000000000000000000 kw, 5000000000000000000000000000000000000000 kw, 10000000000000000000000000000000000000000 kw, 20000000000000000000000000000000000000000 kw, 50000000000000000000000000000000000000000 kw, 100000000000000000000000000000000000000000 kw, 200000000000000000000000000000000000000000 kw, 500000000000000000000000000000000000000000 kw, 1000000000000000000000000000000000000000000 kw, 2000000000000000000000000000000000000000000 kw, 5000000000000000000000000000000000000000000 kw, 10000000000000000000000000000000000000000000 kw, 20